RAILROAD

OCTOBER, 1969 MAGAZINE FIFTY CENTS

The Last Years of Canadian Pacific Steam by MICHAEL A. EAGLESON

In What Business of Your Own Can You MAKE BACK YOUR INITIAL INVESTMENT in as little as TWO WEEKS?

You Can Do It When You're a Successful MERLITE PRESTO SHINE DEALER!

The initial investment in a Merlite Presto Shine Dealership is so modest, and the earnings you can make are so surprisingly high, that it's possible for you to earn back your initial investment in as little as 2 to 4 weeks! How many other business opportunities permit you to recoup so quickly?

Imagine! You Offer a Genuine SIMONIZ PASTE WAX JOB FOR ONLY $5.95

When you're a Merlite Presto Shine Dealer, the equipment which we supply you and the system which we teach you, enable you to clean, wax and polish a car with genuine Simoniz Paste Wax in as little as 20 minutes! You charge only $5.95 for this genuine Simoniz wax job—about ⅓ the usual professional charge. Yet you make up to $5.75 gross profit on every car! Weekly gross profit up to $500.00 and more is possible—as much as $25,000-$30,000 in a year!

NOW, HERE'S WHAT WE OFFER YOU:

1. REMARKABLE PATENTED INVENTION.

You get authorized use of patented HM Polishing Machine (U.S. Patent No. 2,967,315), which amazingly duplicates the motion of the human hand, enables you to start with a dirty car and bring it to a lustrous, gleaming, protected Simoniz Wax finish within as little as 20 minutes!

2. PERSONAL TRAINING IN YOUR AREA WITHOUT A PENNY OF RISK!

Even before you decide to become a Merlite Presto Shine Dealer, we will send one of our skilled Instructors to train you in the use of the HM Polishing Machine and the astonishing Merlite Presto Shine speed method. So easy, even a child can do it, after a little training! After your personal instruction, if you decide not to become a Merlite Presto Shine Dealer, you're not out a penny! You take no risk!

3. PRACTICALLY NO OVERHEAD . . . YOU CAN WORK FROM YOUR HOME.

The HM Polishing Machine operates on ordinary house current, so you can do all the work right at your home, if you wish, and save overhead expenses. Supplies and materials cost you about 20¢ per car, so your gross profit on a $5.95 Simoniz Wax job is approximately $5.75!

4. START IN YOUR SPARE TIME.

Many of our most successful Merlite Presto Shine Dealers held on to their full-time jobs, started out in spare time—evenings and weekends. Then, when they saw how much more money per hour they were making with Merlite Presto Shine, they went into full-time business of their own, and stopped punching the timeclock. You can do it, too!

5. TREMENDOUS DEMAND EVERYWHERE.

Your astounding low $5.95 price draws a steady stream of motorist-customers. You also get big commercial accounts: new and used car dealers, fleet operators such as taxicabs, rent-a-cars, etc., plus service stations, garages and car washes. You need never run out of customers!

COMPLETE PROSPECTUS—FREE . . . MAIL THIS COUPON TODAY . . .

MERLITE PRESTO SHINE CORP.
1081 Bristol Road, Mountainside, New Jersey 07092 Dept. Y-67T

"Above you see one of our Merlite Presto Shine Dealerships, operated in conjunction with a parking lot. You can set up your own Merlite Presto Shine Dealership in practically any location—even at home."

Read What Merlite Presto Shine Dealers Say About This Great Opportunity:

Larry Drain of Illinois: "Within 13 days of getting started, profits from the business paid for the initial investment—and that includes my TV and radio advertising. Since then I have been averaging between $1,000 and $1,300 a week! Because I cannot handle the business myself, I now have 3 employees who work full time."

Peter J. Strikwerda of New York State: "Yesterday I did a 60′ x 12′ 1-year-old trailer. I hope this is a good beginning in this area, because it was accomplished with ease and resulted in a great sense of satisfaction when I saw the trailer glistening. You can imagine the dirt, grime and film that had accumulated in one year. Now I would like to get 3 more machines."

David J. Paradise of Massachusetts: "Just two years ago my wife and I returned to Mass. from Arizona. We were broke. I got a job in a factory and then read about Merlite Presto Shine. Then presto, I got my dealership and started making money as they said. Today I have a steady flow of customers, and we now own our own home with an acre of land."

Pedro Ramirez of Puerto Rico: "As a Merlite Presto Shine Dealer, I do Simoniz wax jobs on aircraft on a contract basis. Already I have steady business contracts totaling $500.00 a month. Recently a domestic airline signed a contract for me to do their 12-passenger Beechcrafts at $75.00 per plane per month, and a plane takes me only 5 hours to do."

Steven Schorr of Long Island, N.Y.: "I am 15 years old and in junior high school. My dad will let me do only 10 cars on a weekend, although I could do a lot more, if I didn't have to do homework. Even so, I make about $50.00 a weekend, which will go to my college education. This summer I've lined up 2 beach clubs, and 2 of my friends to do the work for me."

Merlite Presto Shine Corp. Dept. Y-67T
1081 Bristol Road, Mountainside, New Jersey 07092

Rush me complete Prospectus of my opportunity to make big profits in a business of my own as a Merlite Presto Shine Dealer. Everything comes to me by mail, prepaid, absolutely FREE, and entirely without obligation.

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In Europe: Fivem Contractors Ltd., 169 Mayne St., Hanford, Stoke-on-Trent, Eng.

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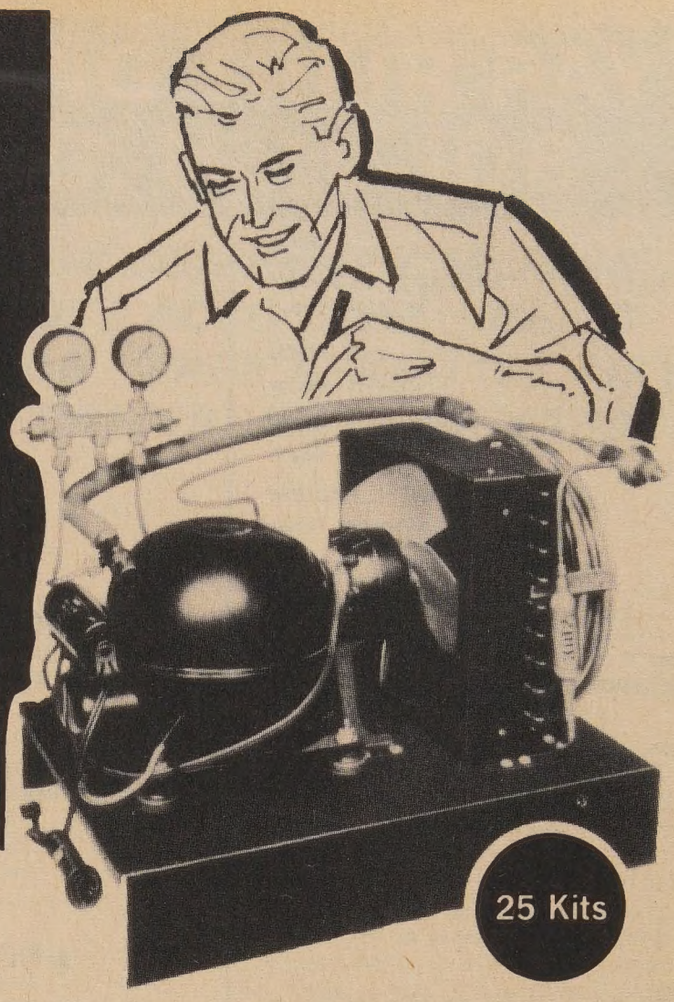

Skilled men are desperately needed in Air Conditioning, Refrigeration and Heating. Over 20,000 must be trained each year. If you are 18 or over and want an exciting, big pay future in this dynamic field, CTI training is for you! Get the facts that can put more money in your pockets—fast! ***Use the coupon to send for the free CTI book—NOW!***

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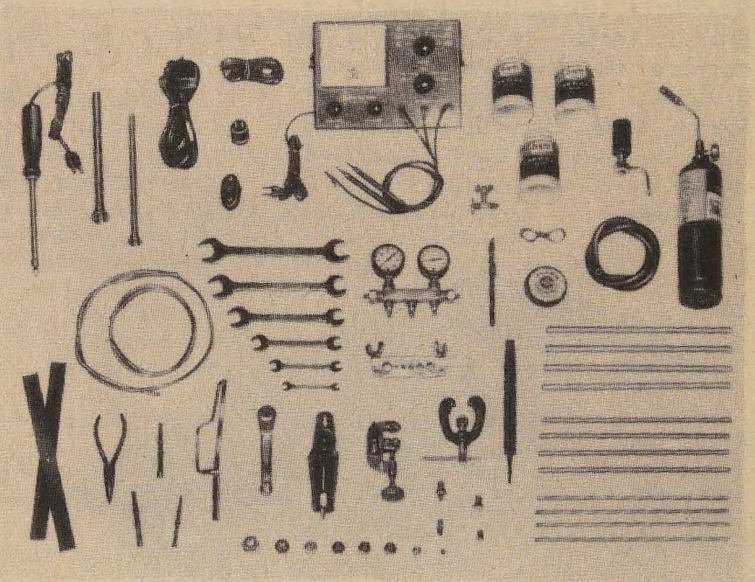

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 85, No. 6 OCTOBER, 1969 50 CENTS

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Racing through the Dorval, Que., station is Canadian Pacific's standard Pacific No. 2402 on Train No. 287 in March, 1957. Stand back now!
Photograph Robert F. Collins

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Townsend Millsap & Co., 3959 West 6th St., Los Angeles 5, Calif.

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1969, by Popular Publications, Inc. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail ot Railroad Magazint, 205 E. 42nd St., New York, N.Y. 10017. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

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MEN ARE DOUBLING THEIR PAY IN THIS EXCITING, NEW JOB

AND...DRIVE A NEW COMPANY CAR FREE... ENJOY EXPENSE ACCOUNTS...RAPID PROMOTION...FREE BENEFITS...LIKE THESE UNIVERSAL GRADUATES:

"I'm earning almost $200 a month more."
John Duffy, California

"My income has almost doubled."
Ronald DeVries, Canada

How long will it take you to get a pay raise of up to $2,400 in your present job? Five years? Ten years? Never?

Yet, while some men wait and wait for that next piddling $10 raise, others are getting immediate pay boosts of up to $1,200 and more by stepping into the booming field of Accident Investigation.

In just a matter of months many of these men are making up to $2,400 more in Accident Investigation than in their old jobs. Some double their incomes!

On top of that they are driving new company cars, enjoying expense accounts, bonus and retirement plans, free insurance, long-term security, bright futures.

$2,400 A Year More Pay!

Rudy DiSanto was an instrument polisher in New York not long ago. Now he's a professional Accident Investigator making $200 more a month than in his old job and driving a new company car.

James Woodruff was a longshoreman in Louisiana. Now he writes, "My income has more than doubled" in Accident Investigation.

Jim Breneman, former factory hand in Ohio, writes, "I **started** with a $1,200 raise, plus a company car."

These are only a few of the hundreds of men who quickly changed their incomes and their lives by contacting Universal Schools—by simply mailing a coupon like the one on this page . . .

Because Universal trains and places more men in the booming Accident Investigation field than any other organization in the United States. And the time to train is now!

Men Urgently Needed Now

Accident Investigation is part of the biggest business in the world today. More than 22 million accidents and losses must be investigated for insurance and other companies this year alone.

More than $19 billion (yes, billion) will be paid out to settle those accidents. And it gets bigger every year as the accident rate soars up and up.

The fact is that there simply are not enough trained men to handle this tremendous workload efficiently.

More trained men are needed now, everywhere—in cities, towns, rural areas. More than 1,100 companies ask to see Universal's list of graduates every month.

Many Universal students are hired away long before they finish training. Others report three and four companies trying to hire them at the same time on graduation.

Anthony Badger of Pennsylvania writes, "I had three offers at once. My salary has doubled over my previous job. I have a company car, expense account and other benefits."

Train Now At Home

You can start training for your money-making career in Accident Investigation right away. Keep right on with your present job while you train. No need to change your present schedule at all. No classes to attend; no deadlines to meet.

You simply read lessons-by-mail from Universal. You study in your own home in your spare time. Set your own schedule. As little as one or two hours a week will give you good progress.

You move quickly and easily along through brief, fascinating lessons—lessons so clearly and interestingly written that you will be career-ready in less time than seems possible.

You need no college; no experience. Universal's famous course is written for the man who knows absolutely nothing about Accident Investigation.

For more than 20 years this home-training plan has been the path to success for men with no experience at all, no advanced education.

Free Placement Service

The moment you are ready to step into your new career, Universal gives you free, nation-wide job placement service. We contact more than 1,100 companies in your behalf.

If you wish to take your new skills and work in another part of the country, we will put you in contact with employment opportunities in areas you specify.

This service—which has placed more men in profitable Accident Investigation careers than any other—is available to you free for life.

Send For Free Book Today

Discover your opportunities in this exciting field. Send today for a valuable free book of facts on remarkable careers open to you right now in Accident Investigation. (Even spare time work can bring you an extra paycheck of $200 to $400 a month!)

This is the same free book that started Charles Helton on his way to a $2,650 pay raise . . .that helped Jim Woodruff, Tony Badger, Ron DeVries and others double their incomes . . . that has given hundreds of men the key to more money, more security, greater opportunity.

There is no obligation. No salesman will visit. You risk nothing. Get the free book of facts that can change your future fast. Mail the coupon today or write to Universal Schools, 6801 Hillcrest Ave., Dallas, Texas 75205.

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Gentlemen: Free and without obligation, please send me the book of facts on earnings and opportunities in Accident Investigation. I understand that no salesman will visit.

Name _____

Address _____

City & State _____ Zip Code _____

IF ELIGIBLE FOR VA BENEFITS, CHECK HERE ☐

THE MAIL CAR

where editors and readers meet

FRONT cover this month was made by John Briggs, 158 N. Maple Ave., East Orange, N.J. 07017. John caught Canadian Pacific Royal Hudson No. 2839 near Bayview, Ont., in 1958 on the Canadian National mainline working a local pool train with Toronto, Hamilton & Buffalo equipment. The Royal Hudson Co., a railfan group in the New York area, has just bought this very engine and will bring her to the States for mainline fantrips.

John Briggs

John also did our Nov. '65 cover. He is a professional photographic color printer who spends much spare time memorializing steam in North America with camera and recorder. Founder of North Jersey Recordings, he produced many fine steam discs with partner Gordon Roth. He got into photography from his boyhood love of trains, when he started photographing them back in steam days on the Erie and the Lackawanna. His 16mm color movies on those roads from the late 40's feature steam at its best, in regular service. ●

TEN CENTS is what Jack Snider paid the Canadian Pacific for a handcar, completely overhauled and painted! Can anyone match that? Jack lives at 332 Brock St., East, Fort William, Ont., Canada. For 10 years he was a steam locomotive engineman and for the past 12 years he has been a daily newspaper columnist, writing on such subjects as Great Lakes and world shipping. Jack sent us this note after reading in our August issue about two railfans; each owns a caboose and each writes a daily newspaper column. ●

LONG AGO. "I got off a caboose at Raton, N.M., on the evening of June 14, 1921," writes John T. Law, 5724 El Prado, N.W., Albuquerque, N.M., "heading for Tucson, Ariz., where I hoped to land a Southern Pacific job. I stayed in Raton ivernight. Next morning at the Santa Fe yard office I heard that a washout in Texas, would divert eastbound freight over Raton Pass; so I tied into Jack Killen, the trainmaster, for a job of braking over Raton Pass.

"I'd had experience braking on the Rio Grande over Tennessee Pass in Colorado and on the Santa Fe over Supai Mountain at Williams, Ariz., all club and retainer jobs. Killen said the diversion would last about 10 days, and he hired me for that long—but the 'temporary' job stretched out for some 45 years!

"In 1935 I was promoted to conductor and in 1952, after 29 years in freight service, I began flagging on the old *Chief*, a run which I held until the train folded up not long ago. A few healthy trainmen and engineers keep working for the Santa Fe into their mid-seventies, but in order to do so they must pass a complete physical exam every six months. Brass collars must retire at age 70.

"Looking back to my boomer days: In 1918 I was switching on the Elgin, Joliet & Eastern at Gary, Ind., a rough, tough town which was then only 12 years old, having originated in 1906 when the Illinois Steel Co. built a big mill there in the sand dunes beside Lake Michigan. Railroaders blackballed off other roads could get work on the EJ&E during World War I when switchmen were scarce and little attention was paid to your past record.

"The Kirk Hotel at Gary was a hangout for boomers until they got a pay day or two. An EJ&E pie-card was good for a flop there, as well as meals, and the hotel operated on a first-in, first-out basis. Entrance to Kirk Yard was through a gate at which you had to show an identification card. Gary was bone dry. Boomers who went to West Hammond, Ill., by streetcar to get drunk, gamble, or play around with women, and failed to show up for work next day were said to have gone down 'Track 20.' There probably aren't many oldtimers left who switched boxcars at Gary fifty years ago. Maybe I'll hear from one or two of them." ●

BAD weather in New York halted air traffic from Washington one day. Senator Charles Percy's wife and Senate Majority Leader Mike Mansfield tried to get tickets for a high-speed train without a reservation, reports *The Cleveland Press,* but both were turned down.

Each was told by a clerk: "'I don't care who you are; this train has been booked solid for three days."

Then who should appear in the crowd at Penn Station but Senator Ted Kennedy and his wife Joan.

"Don't worry," he told Mansfield and Mrs. Percy, "I'll get us all aboard."

He walked up to the ticket counter and announced "I'm Senator Kennedy and I'd like . . ."

He didn't have to complete the sentence. Four tickets appeared from nowhere. This tells us something about our society regarding those on top. ●

HUMAN INTEREST. "I have had many fine meals at Harvey Houses along the Santa Fe system when trains I was riding stopped there for 25 or 30 minutes," recalls Ed Mahoney, 9417 W. 64th ay, Arvada, Colo. 80002. "The closest I ever came to going to bed with a Harvey waitress happened one night about 10 o'clock on a train leaving Las Vegas on train No. 2. I was about to climb into my Pullman berth when I discovered that the reigning beauty at the Harvey House in Las Vegas had the same berth as my ticket called for. The Pullman conductor then assigned me to another berth."

Says Cephas Jones, retired engineer: "I fired on the old South Park Line in Colorado from Como to Gunnison through the Alpine tunnel and from Como to Leadville over the Boreas and Fremont passes. It sure was rough going on the narrow-gage in winter. It took five engines to pull a rotary snowplow. Many a time I put in 40 to 60 hours on a single trip."

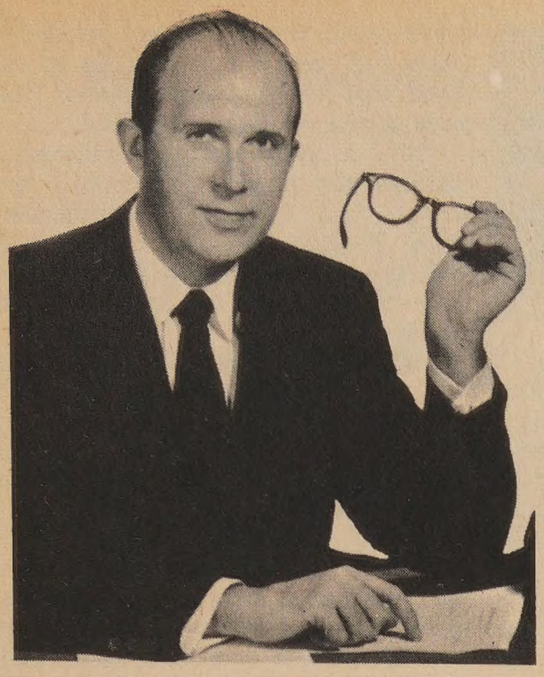
One of the oldest railroaders in active service is Lad G. Arend, age 85, P.O. Box 96, Strasburg, Pa., a former shortline boomer and *Railroad Magazine* contributor, now working seven days a week for the Strasburg Rail Road.

"Our family, including two children, found Mexico's rail passenger service very good," writes Bill Kessel of Hamburg, N.Y. "The possible barrier to communication, we found, is not so much language as the bureaucratic frame of mind of some railroaders—rather like U.S. postal clerks."

A bag containing 3,700 Lincolnhead pennies found in a wooded area near Lewiston, Pa., stirred up excitement among the townspeople and railroad police. It was established that the bag was part of the "loot" taken 45 years before by a lone robber who held up a Pennsylvania Railroad train. He took $65 in newly-minted pennies but is said to have overlooked nearly a million dollars in gold.

"During the 10 years I was on the Chicago Great Western," writes W. H. Thompson, retired Milwaukee Road hogger, "I fired for many members of the Brotherhood of Locomotive Engineers. They were experts in handling steam engines under the most trying conditions, for the road then functioned under the station-operator block system. The operators received poor wages and gave equally poor service. As a result there were many rear-end collisions and many fatalities among engine crews."

The Clinchfield went all-out to please



Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

***Question:* What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

***Question:* What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

***Question:* Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

***Question:* Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

***Question:* Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

***Question:* How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

***Question:* Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

***Question:* How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

***Question:* How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 469 555 E. Lange St., Mundelein, Ill. 60060.

No salesman will call

DON BOLANDER, Career Institute, Dept. 469, 555 E. Lange St., Mundelein, Illinois 60060

Please mail to me, without obligation, a free copy of your 32-page booklet, How to Gain a Command of Good English.

NAME_____

STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

passengers on a recent week-end excursion to Spruce Pines, N.C., reports H. Reid, rail photographer and author. For instance, Roy Robinson, one of the road's officials, asked Mrs. Zackie Mills and Mrs. Sam Caldwell how they were enjoying the trip.

"Just fine," they replied, "but we'd sure like a cup of coffee."

Mr. Robinson explained that the train didn't have a diner; but he disappeared and soon returned with a thermos jug and cups, and poured hot coffee for the two ladies, saying: "If you ask for something on the Clinchfield, you get it." ●

AFTERMATH of a *Mail Car* item (Aug. issue) about our controversial June cover showing two bare-legged young women in rompers and the rear end of a steam train at Silverton, Colo., was a flood of orders for copies of that issue, which has nearly exhausted our supply. We are still getting mail on the subject, nearly all of it favorable. The following comment in the *Bulletin* of the Railroad Enthusiasts, N.Y. Div., appeared in a column entitled "News and Notes," written by Art Knowles, formerly assistant editor of *Railroad:*

"Cheesecake on the cover of June *Railroad Magazine*. But don't look for more on the inside. The picture, taken by Joe Mannix, is of two girls who entertain at a nearby Silverton restaurant and meet every train."

Art adds: "The picture is all railroad, and those gals added a nice bit of spice and life to the magazine." ●

BRIEFLY SPEAKING. We are always glad to hear from readers. But every month the *Mail Car* gets enough material to fill two dozen departments the size of this one. So please keep your letters short.

" 'Once Too Often,' by Chauncey del French (July issue), is the most enjoyable story I've ever read in *Railroad Magazine,*" writes Dave Werts, 11758 Riviera Pl. N.E., Seattle, Wash. 98125.

According to Tom Annin of the Monmouth Stamp & Coin Shop, 39 Monmouth Ave., Red Bank, N.J. 07701, the Post Office Department did not put out a commemorative stamp for the Golden Spike Centennial last May because in 1944 it issued a stamp (shown here, enlarged) for the 75th anniversary of Promontory.

Very early on the morning of last April 23rd, when a Milwaukee Road engine was brought into the roundhouse at Mitchell, S.D., for routine inspection, the night foreman heard mewing and found two newly-born kittens high up under the steps. Apparently a cat had given birth to a litter of kittens somewhere between Mitchell and Canton and then had got off, taking some of the babies with her but leaving two. Marjorie Kurtenbach, roundhouse clerk, is helping to care for them.

The abandoned Pennsy station at Bridgeville, Pa., built in the 1880's on the mainline between Pittsburgh and Washington, Pa., is being turned into a public library, reports a Bridgeville reader, N. Alan Jarina.

A 52-foot railroad car capable of bending around curves was exhibited the other day in Bethlehem Steel Corp.'s Johnstown car shop. The car, called an articulated hopper, was developed jointly by Bethlehem and the Chesapeake & Ohio for high-speed, heavy-load unit-train service in the transportation of coal. ●

THE HAPHAZARD system of Federal transportation subsidies has short-changed the railroads, Senator Charles Mathias of Maryland charged in addressing the recent C&O-B&O Railroad Better Service Conference. He blamed especially the Department of Transportation, which he said had failed to co-ordinate the Federal role in all transportation programs as originally intended. He pointed out that the Government spends billions of dollars in highway construction, from farm-to-market roads to giant highways of the interstate system linking all major cities, promotes airport construction, and dredges and develops rivers and harbors but that "Few, if any of these Federal programs help the railroads." ●

COMPUTERIZATION has taken over even the mudhops (yard clerks) in the Great Northern yard at Wenatchee, Wash. In earlier days, mudhops roamed the switching yards to check freight cars, both loaded and empty, and make a record of them.

Railroad yards are notorious for having mud puddles which had to be hopped by the car checkers.

Before computers went to work, nine car checkers were needed to handle the five miles of switch lines in Wenatchee's rail complex. Now they sit in warm, dry offices and punch key cards and computer buttons. In 10 seconds they can have information that used to take two days to assemble.

"It's a new era of railroading through the magic of computer systems," said Assistant Superintendent R. C. Tanguy. "We used to do it with bull strength and awkwardness. All by footwork. Now we use computers." ●

OVERSEAS. A hot and cold shower is proved in each first- and second-class sleeping car on Australian trains. The conductor brings morning tea to a passenger and inquires when he or she wishes a bath.

Warden J. Stephenson has written the government railway administration of Tanzania, an African republic, asking enforcement of a train speed limit in Mikumi national park to help reduce elephant fatalities. Eight pachyderms have been killed in six months while crossing the rail line.

Harold Steele of Birmingham, England, met his wife under a railroad clock 33 years ago. The other day he and his wife bought the clock from British Railways for $300 and installed it on their farm "so we will always be reminded of our first meeting."

On July 1st, the day that Britain's Prince Charles became the 21st Prince of Wales in an old castle at Caernarvon, Wales, a bomb thrown at the Royal train shook it but did not damage it, and destroyed a section of track. Two Welsh nationalists have been arrested for the crime.

About 100 residents of India en route to the funeral of a Madras political leader were swept from their perches atop an express train by the low hanging girders of a railroad bridge. The girders hurled some into the Coleroon River. About 32 people were killed and 50 seriously injured.

A railway line axed by Lord Beeching as chairman of British Rail was reopened recently by the same Lord Beeching. It is the seven-mile line along the River Dart, in Devon, between Buckfastleigh and Totnes. The line was unprofitable when run as a normal passenger and goods carrier. But the new owners have opened it as a tourist attraction and report making a profit. ●

ONE DOLLAR is the price paid recently by the city of Nanaimo, B.C., for a railway valued at $50,000, reports Ed Pugsley, retired British Columbia Electric conductor and author of many of this magazine's fiction stor-

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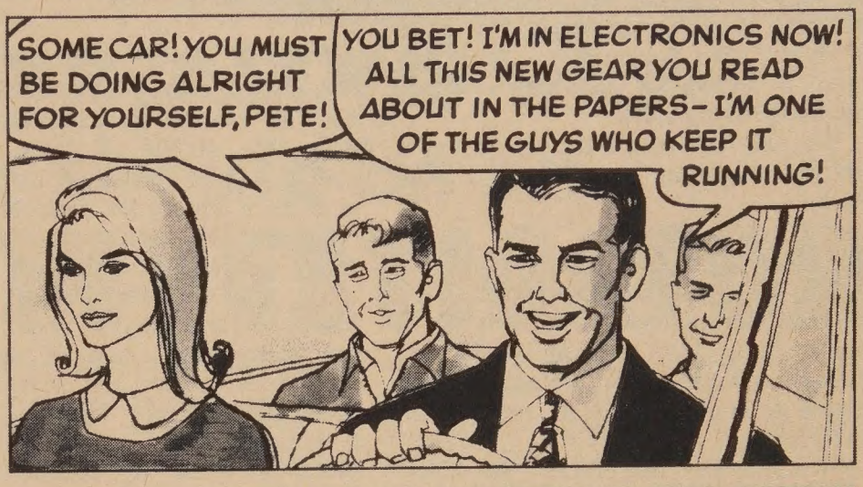
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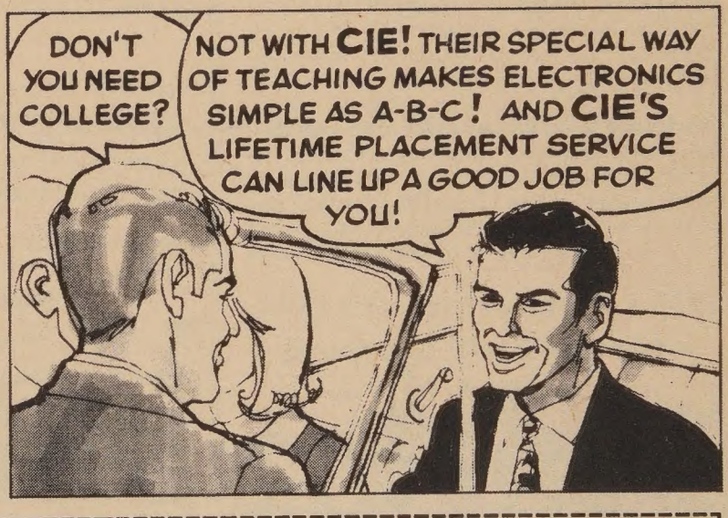
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Accredited Member National Home Study Council AM-12

ies, 1275 Brantwood Rd., North Vancouver, B.C., Canada. This is what happened:

Bill MacGregor, chairman of Nanaimo's Parks and Recreation Commission, heard from a friend that British Columbia Hydro was planning to give away the narrow-gage railway it is using on the Jordan River power dam project on Victoria Island's southwest coast. So he wrote BCH saying Nanaimo wanted the railway when Hydro was ready to part with it in 1971—and mailed a check for $1 as a guarantee of interest.

"Hydro promptly acknowledged our letter and we thought that was it," says Bill, "but then a couple of weeks later along comes another letter. It said Hydro had accepted our dollar and the railway was ours in 1971. For $1 we got a railway that's worth about $50,000. We're going to get 5½ miles of track, two locomotives, four flatcars, a snowplow, and three other pieces of rolling stock.

We plan to operate the railway as a tourist attraction in 92-acre Bowen Park." ●

HEROISM of Dieter Liedlke, age 35, a switchman on West Germany's nationalized rail system, recently saved hundreds of lives and prevented catastrophic damage just before he was blown to pieces when an ammunition car exploded.

A signalman first raised the alarm when he saw smoke pouring from beneath an army ammunition train six miles from Hannover Station. The train was halted in the suburb of Linden, a thickly populated area, and four fire brigades were summoned.

Liedke saw that only one car was burning. While firemen were busily laying hoses, he ran to the train and uncoupled four cars, which were then pulled away by a locomotive.

As he turned to escape, the burning car loaded with 175 millimeter shells blew up with a deafening roar. His body has not been recovered.

Altogether 12 men were killed; nine others were hospitalized. The 120-yard-long freight shed was destroyed and trains in sidings badly damaged. Four fire engines were blown up, as well as a police radio car and three fire-hose transporters. ●

COLLECTING railroad timetables for the past 12 years, David Sarno, a 27-year-old St. Louis stockbroker, has some 40,000 of them, weighing about 40 tons. Most of his collection consists of employees' timetables.

"These items," he says, "show how many sleepers went through a certain town, and whether or not the town had a station. As a result, I know practically every mile of mainline in the United States and several foreign countries."

According to David, his timetables, including those of abandoned roads, tell the story of a country's progress.

"I think that entire socio-economic studies of growth of various regions can be made based on transportation requirements of a given area," he says. "And these requirements are best shown by timetables. I plan to write a book on timetables." ●

CYLINDRICAL trains, carrying passengers and freight at 150 miles an hour in giant, underground pneumatic tubes, may be the answer to the nation's transportation problem. This is the opinion of Dr. Charles Harman, associate professor of mechanical engineering at Duke University, who has been experimenting with a model of such a system for the past three years.

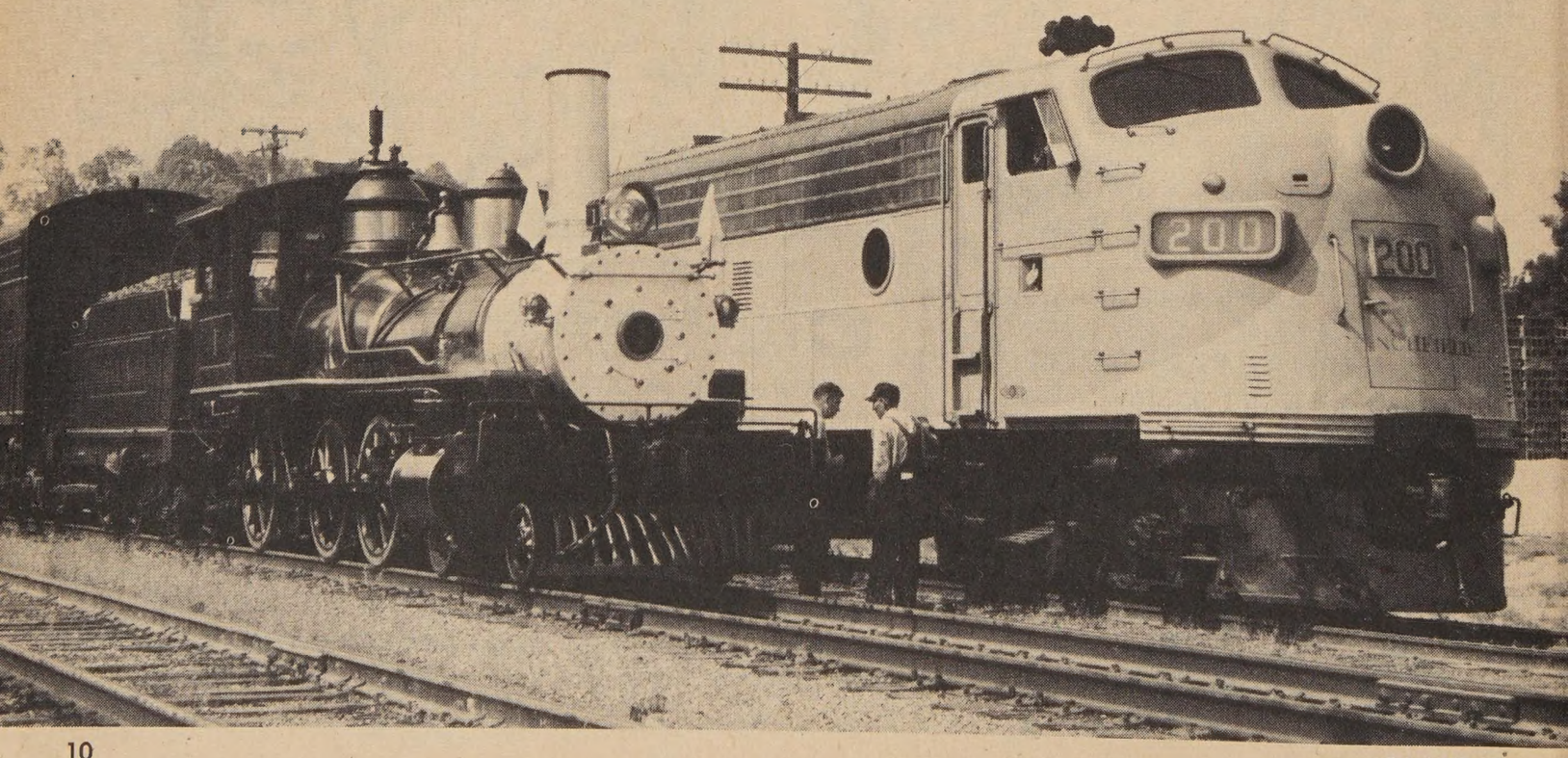
The trains in this system would have no motive power of their own. Almost all the air would be extracted from the tube. Air admitted behind the train would push it at high speed through the vacuum.

His model is a steel pipeline 1800 feet long and 12 inches in diameter. At one end of the line is a small blockhouse with a large electric motor and a 300-horsepower air compressor.

The cost of building such an underground pneumatic system between cities would be less than the cost of interstate highways, Dr. Harman says, and it would help to solve the problems of highway traffic jams, overcrowded airports, air pollution, and almost empty railway depots. ●

Photograph by Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J. 07028.

Clinchfield RR., Tenwheeler No. 1 prepares to couple-up to a fan special at Marion, North Carolina, as diesel crew looks on.



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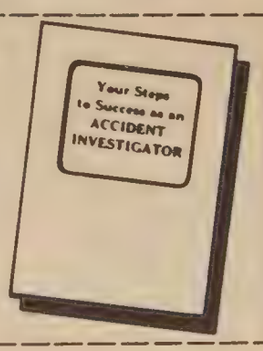

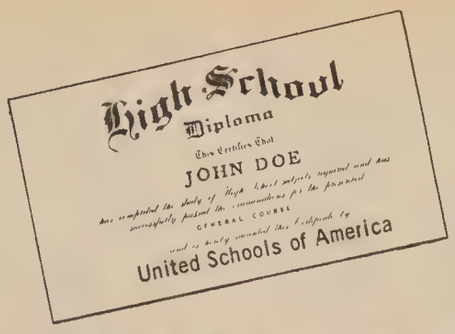
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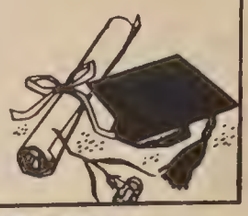

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THROUGH HOME STUDY

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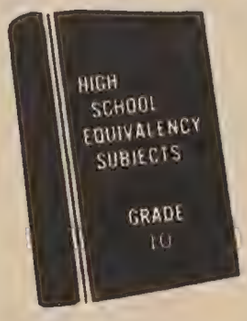
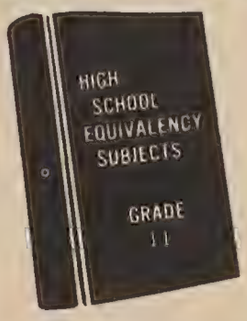
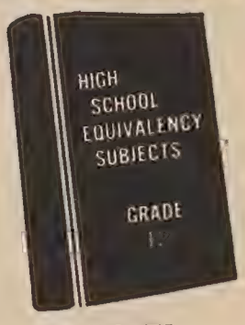
General Math
World History
Algebra
Geography
Health and Safety



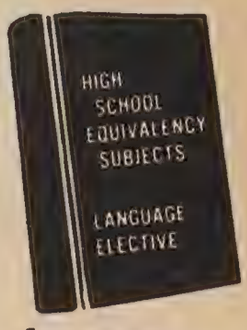
English II
American History
Plane Geometry
Biology
General Science
Astronomy-Geology



English III
Bookkeeping I
Bookkeeping II
Physics
Solid Geometry-Trig.



English IV
Psychology
Chemistry
Economics
Civics



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RAILROAD

PHOTOS OF THE MONTH

Erie-Lackawanna commuter power gets serviced at Hoboken, N.J., prior to their evening run to the suburbs.

Howard Pincus, 5 Eldrege Pl., Rye, N.Y.

Photograph—Rock Island Lines

Phyllis Bisch is crowned honorary locomotive engineer by Rock Island general manager William F. Thompson, at July 2nd ceremony, dedicating the new Fort Worth automated piggyback ramp.

Stan Garner aligns switch on Short Line Enterprises road, 5626½ Gracewood, Arcadia, Calif. 91006. He and Bill Oden, running locomotive, own this operation at Alta Loma, Calif. Engine is an 1891 Porter 0-4-0T, formerly of the Rogue River Valley RR. Originally she was a 2-4-2T, but still burns wood today. The boys really work hard with the harp switch.

Telegraph

Who can identify this old photo? The conductor's lapel says SP CO., perhaps for Southern Pacific.

Collection of Douglas Wornom, 1214 N. LaSalle St., Chicago, Ill.

This 1880 4-6-0 now runs excursions on the Clinchfield, in North and South Carolina. Once used on the Pennsy with supply trains for Johnstown flood, she later was Clinchfield No. 5, then Black Mountain No. 1.

H. Reid, Box 5444, Parkview Sta., Newport News, Va. 23605

The first steam on the Lehigh Valley in many years, this diesel-assisted fantrip crawls up the hill out of Wilkes Barre, Pa. last June 29th. Quakertown & Eastern Railroad sponsored the trip pulled by their ex-Buffalo Creek & Gauley 2-8-0 No. 4. The first generation diesel power on the front helped the steamer over most of the hills. But she still was heard over the diesels.

Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J. 07028

THE BROADWAY LIMITED is still rolling between New York and Chicago, 907 miles. It is still a good train, but no longer a great train. You can buy an excellent meal, but not quite a gourmet spread, on the *Broadway* for $5.95. The menus are changed daily. They include a half-bottle of domestic rose wine, "on the house." The staff used to give free cigarettes, too, but the American Cancer Society got after them, and the practice ceased.

Famed in folksong, the *Wabash Cannon Ball* will continue to rumble for at least another year between Detroit and St. Louis.

Citing "great public demand" for the passenger train, the ICC ordered the Norfolk & Western to continue the service despite the carrier's claims of 1968 revenue losses.

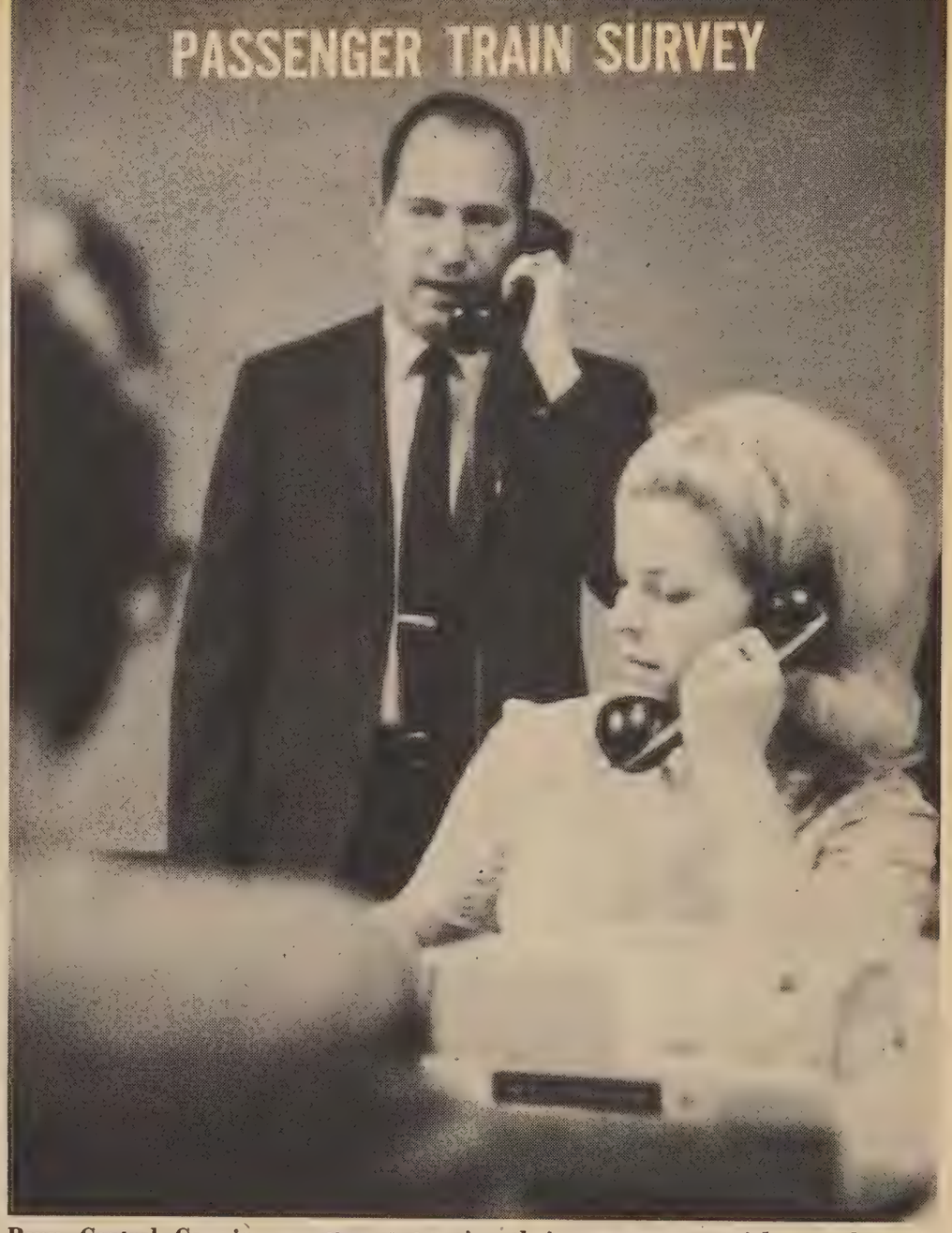
The Commission noted that the *Cannon Ball* is the "only remaining noncircuitous passenger train" between the two Mid-western cities, and that many intermediate points have no alternate forms of public transportation.

The N&W asked permission to discontinue the train earlier this year on the basis of 1968 revenue losses that it said totaled $576,466. But the ICC said the *Cannon Ball* "posed little threat to the solvency" of N&W, which "had 1968 net income exceeding $74 million."

The Commission report also cited 58,538 fare-paying passengers who traveled on the train last year as evidence of public demand for the service.

The "Newfie Bullet" expired at 8 a.m. on Thursday, July third, at the end of her last 547-mile run across Newfoundland over Canadian National narrow-gage rails. About 100 persons were gathered on the depot platform at St. John's Newfoundland, when the train, officially named the *Caribou,* No. 102, squeaked and groaned to a halt, ending a service that had lasted for 71 years. Among the 205 passengers aboard was George Tipple, 84, a retired hogger, who recalls seeing the first passenger train roll over that line on June 30, 1898.

Pointing out that it would be "uncomfortable and unsafe" if passengers were forced to keep their baggage in train aisles, the ICC has rejected a bid by Penn Central to drop its baggage service. Penn Central claims that the elimination of baggage checks would save them $2 million a year.



Penn Central Co., in an attempt to give their passengers quicker and more courteous service, are training their information and reservation clerks to speak more slowly and clearly on the phone, using tape recorders to study progress.
Photo Penn Central Co.

Metroliner, the high speed electric train between Washington and New York, is filling 80 percent of its seats (on a per-mile basis), which is roughly double the load factor of the average airline, Douglas Bloomfield writes in the Cleveland *Plain Dealer.*

Actually, the trains are carrying more people than they have seats but many passengers get on and off at intermediate stops along the line.

But more interesting than that is the news that the train service continues to attract passengers not only to the *Metroliner* but to Penn Central's conventional passenger trains as well.

A Boston, Mass., ticket agent for the Burlington, told Leavitt F. Morris, the *Christian Science Monitor*'s travel editor, that the *Zephyr* was sold out; but when he boarded the train despite that warning, he discovered 10 empty roomettes, as many empty bedrooms, and only 10 cars instead of the 15 that the train sometimes carries.

"It is time," he writes, "for major railroads still operating great trains to come right out and say that no longer are these trains a sole means of transportation from one place to another. Such trains should be promoted as mobile, luxurious hotels, providing passengers not only with every comfort but enabling them to see America in all its glory without having to do it the exhausting way — by motor car.

"More vigorous promotion is needed by the railroads to get the passenger back onto these mobile, luxurious hotels . . . The railroad's action toward the passenger must be positive, not nega-

tive. When a positive attitude is shown, I am sure it will be reflected in an upward trend in the passenger business with its financial rewards."

Senator Edward Brooke (R., Mass.) said on a recent TV program that Penn Central was not trying hard enough to make a success of the new high-speed *Turbotrain* on the run between Boston and New York.

Another Senator, Stephen M. Young of Ohio, charged in a Senate speech the other day that "crowded, poorly ventilated, dirty coaches give convincing evidence that railroad officials regard passengers as necessary evils and make their money carrying freight."

The Fresh Air Fund children, for the first time in 77 years, were transported from New York to Lancaster, Pa., by bus this year. Buses were used because the Penn Central declined to put on the extra equipment needed to do the job, and said they didn't have it available.

"The railroad's excuse comes as no surprise," comments the Lancaster *Intelligencer Journal*. "They've said the same thing to local people who plan the traditional grocers' excursion to Atlantic City. But the excuse is a little difficult to accept as one reads of an Atlantic City picnic train sponsored by the local chapter of the National Railway Historical Society; and in view of the special excursions to baseball games at Philadelphia."

Anyone wishing to sign a petition for re-instatement of the SP's *Lark* should contact Stephen Lannes, 3952 Harrison St., No. 101, Oakland, Calif. 94611.

Our August department reprinted from *The Saturday Review* its list of "Ten Best Rail Rides in U.S." Says Jeff Worsham of Arlington, Va., "The list should have included the Chesapeake & Ohio's *George Washington*."

Southern Pacific has announced plans for tri-weekly, instead of daily, operation of its *City of San Francisco*, effective as soon as possible. If and when it gets ICC clearance, the SP will post notices to that effect at stations along the train's 778-mile route between the San Francisco Bay area and Ogden, Utah. The notices will propose operation of westbound trains from Ogden each Tuesday, Friday, and Sunday and eastbound runs from Oakland each Monday, Thursday, and Saturday. SP had asked for authority to discontinue the *City* in 1968, but the ICC ordered that the train operate for an additional year, or until July 17, 1969. "It costs us about $5100 to run the train each trip, but average revenues per trip are only about $3200 on tickets, food sales, a little U.S. mail, and everything else," alleges Robert Jochner, SP passenger traffic manager. "So we lose $1900 per trip, or $3800 on the pair of trains daily."

The ICC says, however, that the losses railroads claim they are suffering from passenger train operations are far higher in some instances than the figures the ICC found in its own study.

But the Commission maintains that if the nation's railroads really are forced to operate at a loss, they should be given Federal subsidies. It has held up action on the City of *San Francisco* and the Rio Grande's operation of the *California Zephyr*.

Congressman Jerry L. Pettis (R., Calif.), hitting at renewed Union Pacific proposals to discontinue trains 5 and 6 between Los Angeles and Omaha, Nebr., called for a halt in all rail discontinuances until a full-fledged study had been made of the nation's transportation needs. He has introduced a bill calling for such a study by a commission.

"Right now," he said, "no one knows just what our transportation needs will be 10 to 20 years from now. What will we do, however, when the demand for rail passenger service is regenerated, if the railroads are allowed in the meantime to junk their equipment and facilities for handling passengers?"

Penn Central, through the determined efforts of its Cleveland office, has rectified a serious lack of passenger information which its headquarters was content to let slide.

People desiring PC passenger train information formerly called 241-2800. This is a central switchboard in New York City attempting to serve information requests from the entire system—and failing badly on the job. Prospective riders of passenger trains seldom got through.

While that number still is listed, Cleveland users have been given two local numbers to call for information, 241-1247 for information on departing times of passenger trains and 241-1246 for latest arrival times. These are recordings, but the tapes are to be changed as often as necessary to keep abreast of schedule developments. Such service for train passengers is long overdue. If railroads really want passenger trade, they should be willing to supply helpful data. ●

Curt Tillotson, Jr., College St., Oxford, N.C. 27565

Southern Railway's *Piedmont Limited* arrives in Greensboro, N.C. station, while the *Carolina Special* at the left, loads passengers.

CANADA has always had, at the mere mention of its name, the psychological aura of adventure. Its far-flung wilderness offered a challenge. Such was the case with many railfans in the middle to late fifties. With the U.S. railroads in the hands of Mr. D.'s internal-combustion machine, the more adventurous of our breed crossed the border for a reacquaintance with the fascination of steam. That is, a renewed visitation with all that was splendid in wine-red and gray livery on the Canadian Pacific during its final years of steam in regular service.

Dieselization came late to the CP. For the rail enthusiast, including myself, this meant a longer opportunity to take a parting look at steam in motion. As late as spring, 1960, Windsor Station in Montreal held a line-up of steam commuter power as majestic as anything that ever pounded out of Jersey City, Los Angeles, or Chicago.

A seasonal upsurge in business, combined with Canada's diesel-inhibiting cold temperatures, put stiff steam-heat requirements on diesel locomotive units whose bugs had not yet been ironed out. Rows of idle steam power were resurrected. Again steamers were written up on dispatchers' train sheets. Pacifics and Hudsons were lined up five and six abreast at the end of Windsor Station awaiting a conductor's signal for departure. Montreal's Westmount station was alive with photographers seeking their subject. Opposite the station, the Glen Yard coach tracks and locomotive facilities were busy with switching moves, many performed by steam in its final reprieve.

A walk in foot-deep snow down to the locomotive servicing tracks for inspection was, of course, the main reason for my journey. I recall watching a standard Pacific, No. 2412, steaming under the coal dock, which bore close clearance warnings in two languages. She had lost her passenger locomotive colors. Even so, she was an ideal candidate for photographic recording as her hostler banged on her sand pipes, mumbling something in French, and cleared the clogged passageway. This usually worked.

The coaling-up operation proceeded while an adjacent water-stand did the honor of filling her tank. Following this, her running gear was hosed down with a cleansing solution made from warm water and detergent. In Canada's sub-zero weather, this produced a cloud of vapor, through which it was almost impossible to see the engine or washer. Regardless, a satisfactory job in appearance and maintenance was achieved.

Unlike most roads toward the end of the steam age, the Canadian Pacific was proud of its steam power. Nowhere on the CP did you find line-ups of engines filthy with road grime and smoke dust. Few Canadian Pacific locomotives spent their last few months in service with rust streaking down their smokebox or with number or builder's plates missing. This was part of the character of CPR steam. Up to the end, those engines looked ready, if called upon, to be worthy of pinch-

Photograph by David Plowden

hitting on the *Dominion* in its daily race between Montreal and Vancouver, 2881 miles—and more than once a remarkable 4-6-4 did just that.

Canadian Pacific wisely had the policy of supplanting steam completely on certain divisions, rather than supplementing it with diesels on many districts and maintaining double facilities. This latter procedure was costly for any road, and required more help.

The Vancouver Island subsidiary had the dubious distinction of being the first CP trackage to desert steam entirely. The CP-controlled Esquimalt & Nanaimo shortly did the same. Then the Schreiber Division, with its 517 miles of railroad north of Lake Superior, joined the procession.

In late 1949, the Montreal-Wells River line in Vermont faced a motive power dilemma. The choice of rebuilding 41 aged steamers used on the line (2-8-0's, 4-6-0's, 2-8-2's and 4-6-2's) or buying diesels plagued the management. They needed light power that wouldn't require costly track repair and

BY MICHAEL A. EAGLESON

THE LAST YEARS OF *Canadian Pacific* STEAM

Sizzling, hot and ready to roll is standard Pacific No. 2459 at Montreal.
Jim Shaughnessy, 479 8th Ave., Troy, N.Y. 12182

bridge-support work. Diesels won out, resulting in the first entirely dieselized North American international railroad division. This decision cut engine-crew costs to half what they had been, with all the double- and triple-heading that took place, plus an accelerated trip schedule without service stops.

On a test run, an Alco-GE two-unit 3000 horsepower diesel freighter handled 2239 tons of merchandise over the worst Green Mountain grades through Vermont. The limit of one regular D-10 4-6-0 steamer was 730 tons. Between Montreal and Newport, the diesel cab and booster units burned 350 gallons of 16-cents-per-gallon fuel oil, contrasted with the single D-10's ten tons of coal at $10 each. The results were hard to ignore, particularly for such a profit-oriented management.

Also in 1949, the first diesel units wound their way between Toronto and Fort William, Ontario. Very early on the sleepy December morning in question, the General Motor's demonstrator diesel No. 7001 had the honor of being the first growler on the line.

Watch that coal dust rise and blacken you!
Michael A. Eagleson

Along Georgian Bay, the farm folk accustomed to the comforting sound of No. 3's usual steam whistle reminding them of approaching dawn, were awakened all along the line by the toneless blat of the diesel's air horn. With screams and howls, the diesel ran north, shaking the unsuspecting countryside with a new and terrible noise. All the way back along the line, the crew could see farm houses with their lights turned on by dazed citizens frightened by the diesel horn—the sound of the future.

The quaintness of the rural engine terminals at branch-line ends cannot be overstated. The unique CP air-operated coal dock hoist with bucket held no equal in the States. The derrick and pulley arrangement enabled a one-ton-capacity bucket to be loaded by hand, raised over the tender, and dumped into the waiting ancient ten-wheeler. One fireman became so engrossed with gazing at a pretty Ontario female that he dumped his bucket's contents on the ground, rather than in the tender, which infuriated his engineer. Needless to say, this small plant design was only practical where no great amount of coal was needed, such as found at Teeswater and Port Burwell, Ontario, in the late 1950's.

Our staff photographer Joe Mannix tells about a steam search on a similar branch. He was riding a local mixed train, on the Ottawa line, pulled by a venerable ten-wheeler, when conductor Hugh Moran (now deceased) stopped the train daily at Campbells Bay, Quebec, for an ice cream break for passengers and crew while local plant switching was done. Such was the color of back roads in Canada, even in the final months of steam.

In a similar rural surrounding, on a dry summer day in Barton, Vt., 2-8-0 No. 3518 helped a freight over a steep grade. Returning toward home terminal, the crew found a grass fire. Only by quick thinking and skillful use of the cab wet-down hose for coal dust could the crew control the situation until the Barton Fire Department arrived. The crew men were thanked for their resourcefulness in checking a brush fire. Thanks, also, to their Consolidation. Try that with a diesel!

Another tale of steam's "helpfulness" comes from McAdam, N.B. For years, the roundhouse men there had wanted a doorway in the back of the building to enter and leave from the parking lot. This would have saved many steps, particularly important during Canada's bad winters. One night a hostler left a

dozing Mikado in forward gear and unchained. Her leaky throttle built up pressure in the cylinders, and the old girl walked right off the end of track and through the back of the roundhouse! After that, the men got their doorway, thanks to the steamer.

My choice for the most charming of all rural CP steam activities in the last years was the 44.6 miles between Chipman and Norton, N.B. There, a daily except Sunday mixed train with an ancient coach meandered its way for four hours (including switching) between the two points. The extremely light roadbed and bridge weight restrictions prohibited even the lightest of CP's plentiful 4-6-0's, which in the final years were finding less and less suitable operations to make their existence necessary.

The old American standard, the 4-4-0, was king on this line in Canada's aptly named "Picture Province." Hardly a day passed all summer without a camera-toting stranger riding the mixed or chasing along the rustic right-of-way. Their notoriety was as great as their age. Engines 29, 136, and 144 (built in 1887, 1883, and 1886 respectively) wandered for years across the former New Brunswick Coal & Ry. frail trestles and tight curves, past wooden water towers, on light rail, apparently deaf to the continuous rumors of a German diesel-hydraulic coming to replace them all. Actually, the track and bridges were built up and small diesels took over their chores. Happily, the famous trio are safe today with preservation societies in Ontario and Quebec.

Collection of W.H.N. Rossiter, 38 Flerimac Rd., West Hill, Ont.

With the spectacle of the Canadian Rockies as a backdrop, 2-10-4 Selkirk No. 5929 runs west of Banff in 1943.

By contrast, in eastern Canada were found the oldest steam locomotives and in the West were the newest.

Certainly one of the most spectacular places ever to watch steam trains was Kicking Horse Gorge, east out of Field, B.C. It is one of the Rocky Mountains' toughest spots to wheel freight, especially without Mallets as a U.S. road would have built. The unique spiral tunnels out of Field, halving the gradient of the old line, is a fantastic engineering feat. It was here that Canadian Pacific's 1949 Montreal-built 2-10-4 Selkirks (named in a company-sponsored contest) thrust their stream-styled shafts of power with dogged determination and unfailing strength against the grades.

But just two years after the last batch of 2-10-4's arrived, the largest steamers built in the British Commonwealth, the CP decided to switch their motive power conviction, and propose dieselization. Soon afterward, steam no longer echoed off Castle Mountain, (renamed Mt. Eisenhower) along the CP line between Lake Louise and Banff. For a while Calgary to Swift Current still resounded with steam, but by the end of 1955, the British Columbian mainline steam situation was nearly dead. Several hundred firemen were demoted to mere engine-wipers, in an attempt to stop their total layoffs.

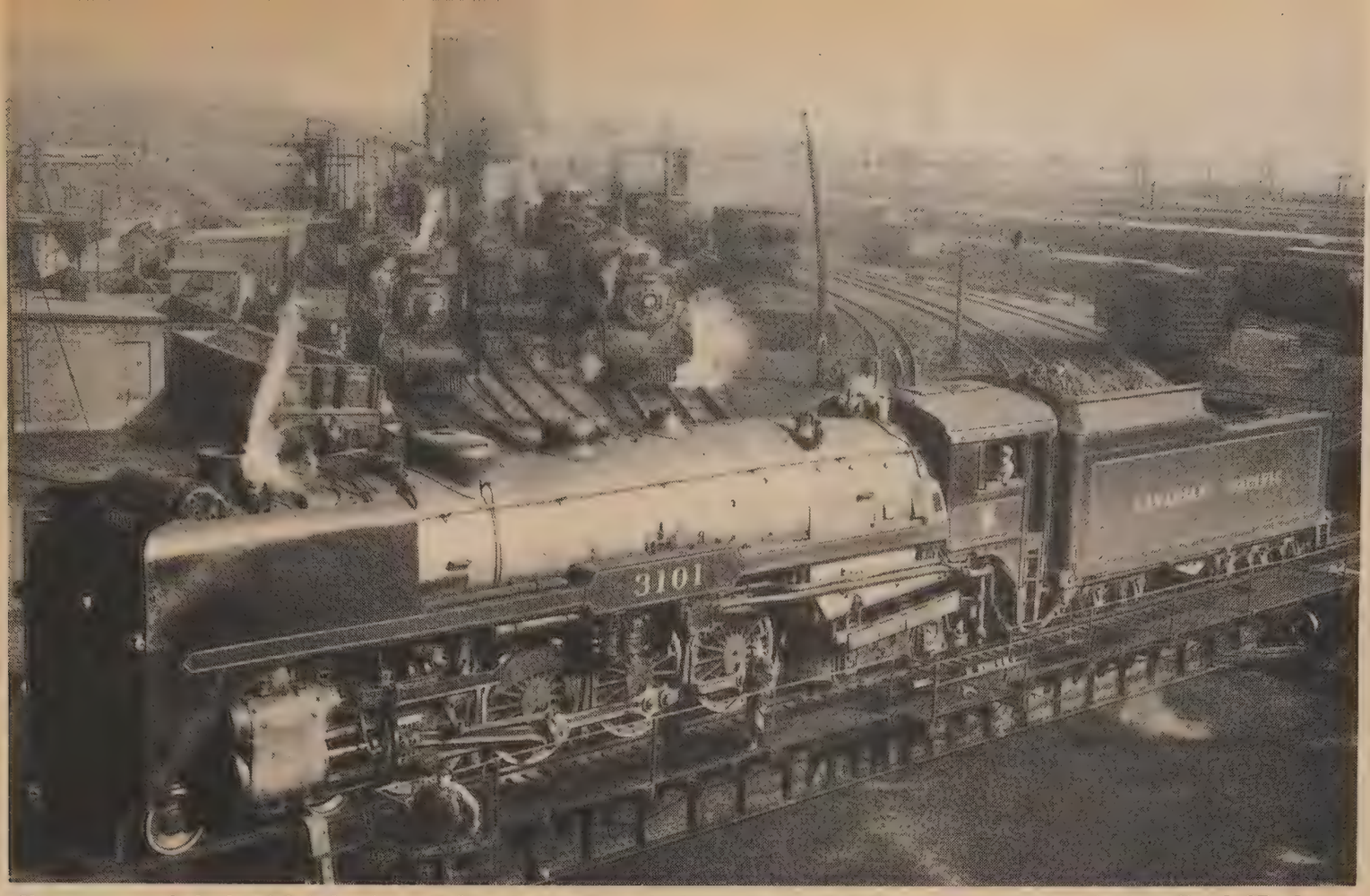
Yet as late as 1955 the CP line had nearly three times more steam than diesels (542 diesels, 1600 steam). Some western steamers were converted to oil, such as Pacific No. 2354, long assigned to engineer Bill Barrett of the Prairie Region. He got his 4-6-2 back as an oilburner, to resume his regular run from Calgary to Lethbridge, wheeling her proudly!

Other modifications in the final years included installing on some engines (like No. 2333 working out of John St., Toronto, in the summer of 1954) a special steam pipe to blow caterpillars off the track. Apparently north of the city, the caterpillar situation was so dense, that the rails were made slippery by the dead insects, and engines actually stalled on grades because of the slippery squashed bodies.

Things were changing all over the Canadian Pacific, including even the herald. The beaver was long symbolic of Canada. In 1885 a beaver adorned the CP crest. In 1929, it was eliminated, but in 1946 it was restored. All the locomotives with the old cab side design, got the newer type plate at their next shopping. Today these metal shields with painted enamel surfaces off the steamers are highly prized by collectors. Your author displays one he acquired next to a CP Royal Hudson

Collection of W.H.N. Rossiter

Blasting *The Dominion* onward at Yoho, B.C., are 2-10-2 No. 5802 and 4-6-2 No. 5438. Notice the sweatline on the tanks.



Not many roads had a 4-8-4 this beautiful, and even fewer had one as colorful. Imagine standing with the official CP photographer lensing this freshly wiped machine. Delaware & Hudson and New York Central steamers are in the background.
Photograph Canadian Pacific Railway

Photograph Jim Shaughnessy
Storming away from the Glen Yard, Montreal ready track, this standard Pacific really puts on a show, proud of her fresh paint job.

Photograph Michael A. Eagleson
Pacific waits for evening commuter.

Streamstyled 4-4-4 puts in her final years on a branchline local. Notice the ancient wooden coach and combine.
Photograph by W.H.N. Rossiter

It's hard to believe that as late as 1959, the CPR still ran 4-4-0's, much less coaled them with hand buckets.
Photograph Robert F. Collins, 436 Radcliffe St., Wychoff, N.J. 07481

Creaking across a timber trestle climbs 2-8-2 No. 5250 on Train No. 11 at Loina, B.C. She was once a 2-8-0.
Photograph Robert F. Collins

Right. Standard Hudson No. 2818 bears down on photographer C.C. Corey, while on the way to Smith Falls from Montreal. *Below.* Light Pacific on Train No. 1 nears Bishopton, Que., back in Sept. '56. Behind her are four cars of assorted passenger equipment. Robert F. Collins recorded the scene for us this well maintained locomotive.

Best looking of the last 4-4-0's in regular service in North America was CP No. 29, running between Norton and Case, N.B.
Photograph Robert F. Collins

crown, an even rarer article.

On July 1, 1950, was the grand opening of the St. Luc yard in Montreal. This $9.5 million development included a modern 37-stall brick roundhouse with a 110 foot turntable. The new 400-ton concrete coal dock featured three lead tracks. The fires could be dumped in the yard, and the engines lighted up again in the 'house by direct roundhouse steam. No more smoke problem when firing up!

This is typical of the faith the CP had then in steam for its future. In the early '50's, it was thought that 15 years would be needed to replace with 3,150 diesels the 4,400 steamers then on the roster. Unfortunately, that expected date of 1965 or so was realized in the spring of 1960. Since then, the CP has been unwilling to run even steam fantrips, although for years they held operable power on hand, still in flue time.

At Dorion, a Montreal suburb, Pacific's and Hudson's were used on the commuter runs. The engines and trains remained at Dorion on Friday nights with their fires dropped, awaiting a 3 a.m. Monday fire up. Stack blowers were swung over the smokestacks, creating a forced draft in the firebox when putting in a new fire.

The remarkable two CP 4-8-4's, the 3100 and 3101, were built in 1928 at Angus Shops in Montreal as an experiment. Although the Kla's were no shining success, they did hold down No. 21 and 22 out of Montreal's Windsor Station for years. Most other roads wouldn't have been so kind to a lone pair of experimentals. They were maintained always, with wine red panels on their flanks, gray boiler and cylinder jackets, and driving tires in the grand manner, white! They were the good life in steam. Both are preserved.

By 1954, the West was diesel as far as Kamloops, B.C., but 2-10-4's, 2-8-2's, and 4-6-2's still had a few more months out of Revelstoke. The prairie provinces had plenty of steam, mostly oil-fired, and much activity during the wheat rush traffic. Here, ten-wheelers were coupled onto trains the way diesel units are now added. Double- and triple-heading was common, and it was a good time for hiring out as a student fireman as times were busy.

Canada never favored larger and larger motive power developments as in the U.S. With all the branch lines and light rail, they chose smaller yet efficient steam designs. One notable class was the G-5's. Several examples still are used in fantrip service in the eastern U.S. These engines were virtually modern power, but built to WWI size specifications.

Engineman Duncan duFresne speaks of them in regular service: "I recall firing these engines on trains 559-560, the Ottawa-Brockville section of the Montreal-Toronto pool (CP-CN) trains. To be in the cab of one of these lifting up to ten cars up the hill from Brockville northbound to Fairfield with "Red" Jim McCurrie or Walter Ackland hauling out the throttle was quite an experience. I'll never forget it.

"The racket could be heard for miles, I'm sure, and as a fireman my greatest concern was that the exhaust steam injector didn't give up (the Achilles heel of these engines). Like their bigger sister Pacifics, there was lots of boiler and the standard stoker made firing them a pleasure. They must have had the largest cab in the locomotive business in ratio with the rest of the engine.

"The most interesting thing about the 1200's was that they were built to resemble pre-World War I light Pacifics in both axle loading and outward dimensions; but with all the modern technology and design techniques they turned out to be just about twice the engines they resembled."

No remembrance of Canadian Pacific steam would be complete without mention of the D-10 4-6-0's. Just 502 of them were built, and they performed well for years in almost every type of duty except the heaviest. They handled yard and freight work, train service, and even on the head end of a transcontinental passenger train whose Hudson had broken down. When you

build more than 500 engines of the same class, they just had to be good.

Engineer duFresne says of the ten-wheelers: "I can remember only one of them, the 1040, that was a bit of a pain. But her sister, 841, always seemed bent on outdoing herself by pulling like a 2-8-0. I recall once stalling on the Maniwaki branch just north of Hull, Quebec, with a sticking brake on a grade. We stopped, released the brake, and the 841 started lifting her tonnage without further ado.

"The Canadian Pacific made some modifications to the machines over the years, using power reverse gears instead of Johnson bars, cross-compound air compressors instead of single barrel pumps, and improved headlights, plus other mechanical changes. None of these devices altered their work-a-day looks, their fine performance, or their distinctive CP looks."

With dieselization, the Canadian Pacific donated many bells from its scrapped steamers to worthy groups. The chow hall at Chateau Frontenac's Ski Hawk School in Quebec summons hungry skiers to dinner with a steamer's bell. Others have been given to churches and missions, here and abroad. One is a prayer bell on South Africa's Gold Coast. Another was installed in a church at Cosford, England, frequented during WW II by the Royal Canadian Air Force. But, most of what was wine-red and grey, and so typically Canadian Pacific, is gone from us forever. ●

Above. **Engineer mounts the cab in Montreal's Glen Yard, by photographer Jim Shaughnessy.** ***Right.*** **Oldest of the 4-4-0's gets serviced by hogger. Photo John Briggs.**

Photograph Joseph A. Mannix, 33-18 161st St., Flushing N.Y.

The last engine built by CP's Angus shops, Pacific No. 1201 rides the table.

Photo Joseph A. Mannix

Old D-4 class 4-6-0 in 1959.

WHAT WAS REGAL ABOUT A ROYAL HUDSON

IF ROYAL HUDSON No. 2850 had not hauled Their Majesties, King George VI and Queen Elizabeth westbound across Canada in 1939 without any mechanical failure, they would still have been regal. What other railroad had a passenger locomotive as distinctive as the Canadian Pacific? The solid welded pilot and smooth smokebox front set these engines apart from other streamlines with bullet noses and wedge effects. So unusual were their tear-drop marker lights and rear domeless boiler jacket that they could not be mistaken for engines on any other road.

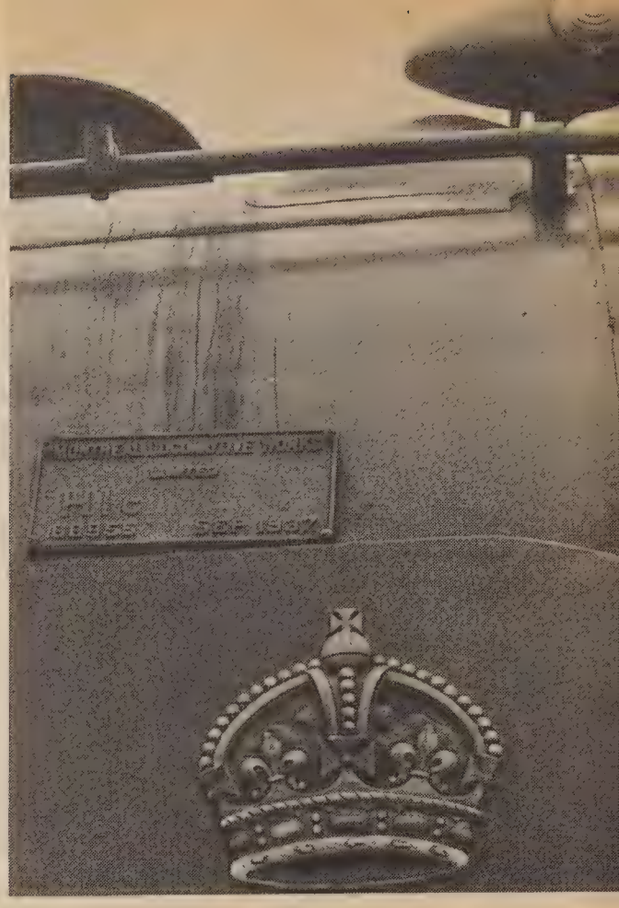
The cab was particularly large for a 4-6-4, while the graceful side-skirt panel running along the boiler's flanks gave her added length and a clean flow in design. None of the pure beauty of a steam locomotive was hidden from admirers. CP Hudson creator Henry Blane Bowen (1884-1965) wisely chose not to disturb those elements which already had purity of line. Big 75-inch drivers with thin spokes appeared even larger, set off with white tires. A forward multiple throttle hidden in the straight handrail was a clever device for keeping the lines clean. The earlier shrouded stack —and a later oblonged cap stack—often fooled you into thinking she had a double chimney. Regardless, this styling detail gave a Royal and gutty look that meant business. Mechanically, they were outstanding and could top 100 mph.

Probably the singular most distinctive appeal these locomotives had was their dramatic livery. But light gray boiler jacket and cylinder sides were a real challenge for any roundhouse foreman to maintain, requiring constant washing and repainting. The maroon side skirt, cab, and tender rectangle, outlined in gold, set off the locomotive with her matching red consist, and told you at a fleeting glance that this was the best of Canadian Pacific. They were truly locomotives fit to wear a crown.—M.A.E. ●

Photographed by Jim Shaughnessy

Drifting across the timbers comes another contender to the throne. Royal No. 2857 was caught at Pt. McNichol. Photograph by Howard W. Serig, Jr., 3205 Guiford Ave., Baltimore, Md.

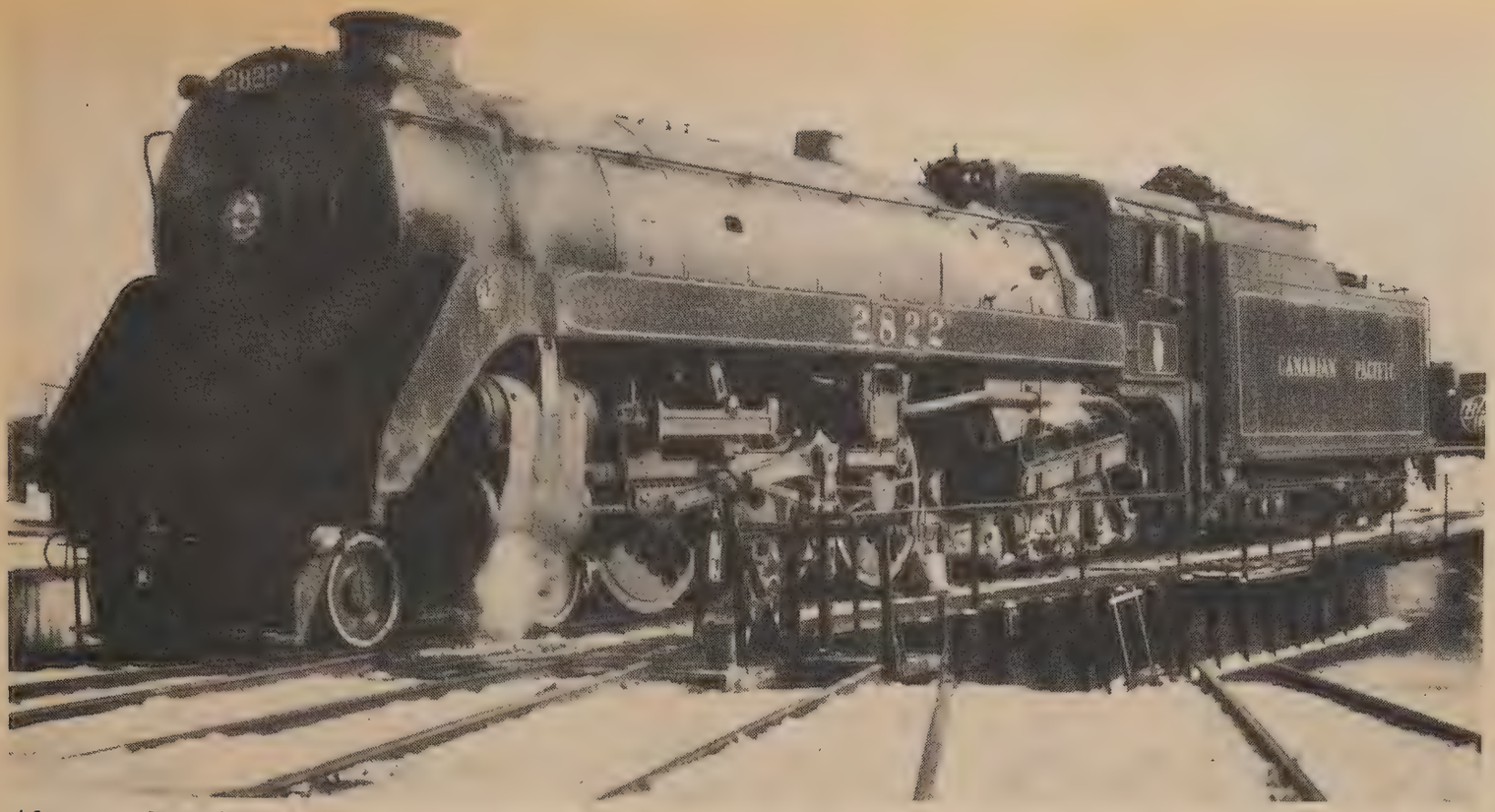
Right. **Banging past us is this freshly painted classic running from Montreal. Photo—Joe Mannix.** ***Below.*** **We hope that youngster takes a good long look when he gets to the roomy cab. Jim Shaughnessy photograph.**



The Queen is sleeping in her chamber of the Glen Yard roundhouse.
Above and right, Jim Shaughnessy

Photograph by Jim Shaughnessy

Beautiful to look at, but troublesome to maintain was the light gray boiler jacket.



After crunching through the snow, and banging on the turntable, this Royal heads for a rest in the Glen Yard, Montreal, roundhouse. No. 2822 spent most of her life based in Montreal, and was still in steam as late as spring, 1960.
Photograph by Michael A. Eagleson

Above. **A streak of red on a field of white was typical of Canada's best.**
Left. **Marching royally across an open crossing near Armprior, Ontario.**
Both photographs by Jim Shaughnessy

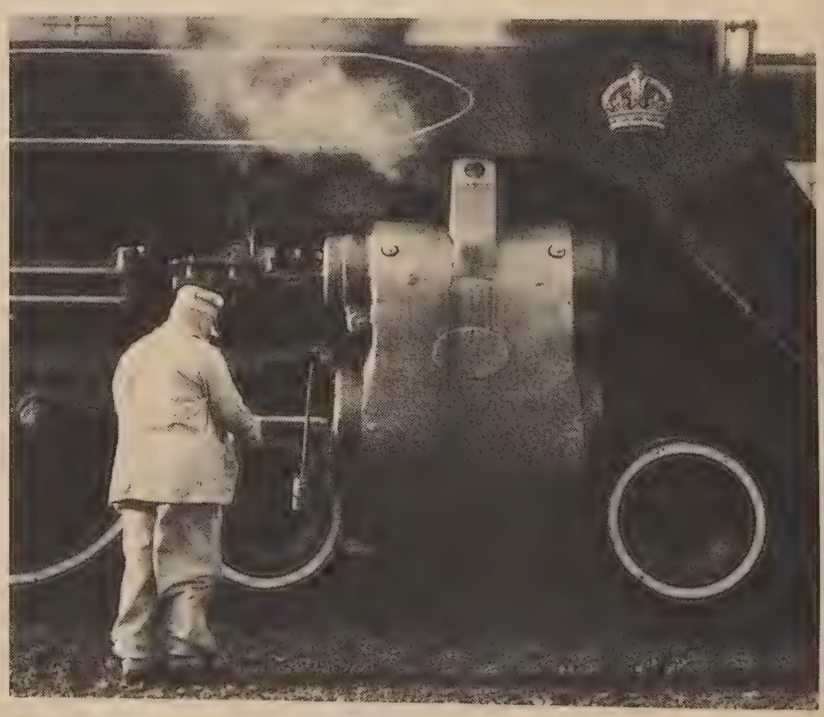
Photograph by Joseph A. Mannix
The Queen rests in front of her sooty castle on a frigid night.

Royal Hudson No. 2839 has just been purchased by the Royal Hudson Co., a New York area railfan group, organized to restore this locomotive to its full operating splendor, and run mainline excursions. This is one of the very few of the 45 Royals built which has a starting booster. Only three other Royal Hudsons are extant today, plus one standard Hudson.

Photograph by W. H. N. Rossiter

The hostler blows for turntable line-up at Montreal.

Photograph by Jim Shaughnessy

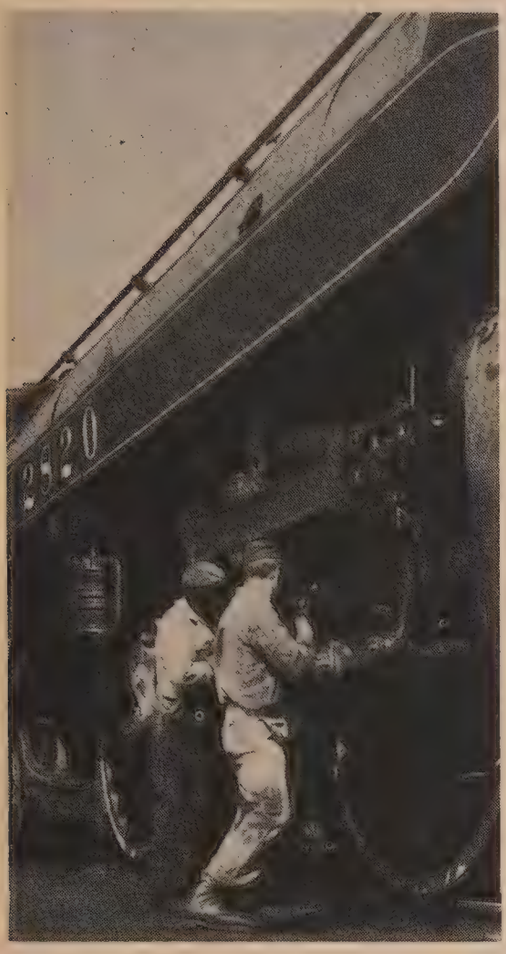


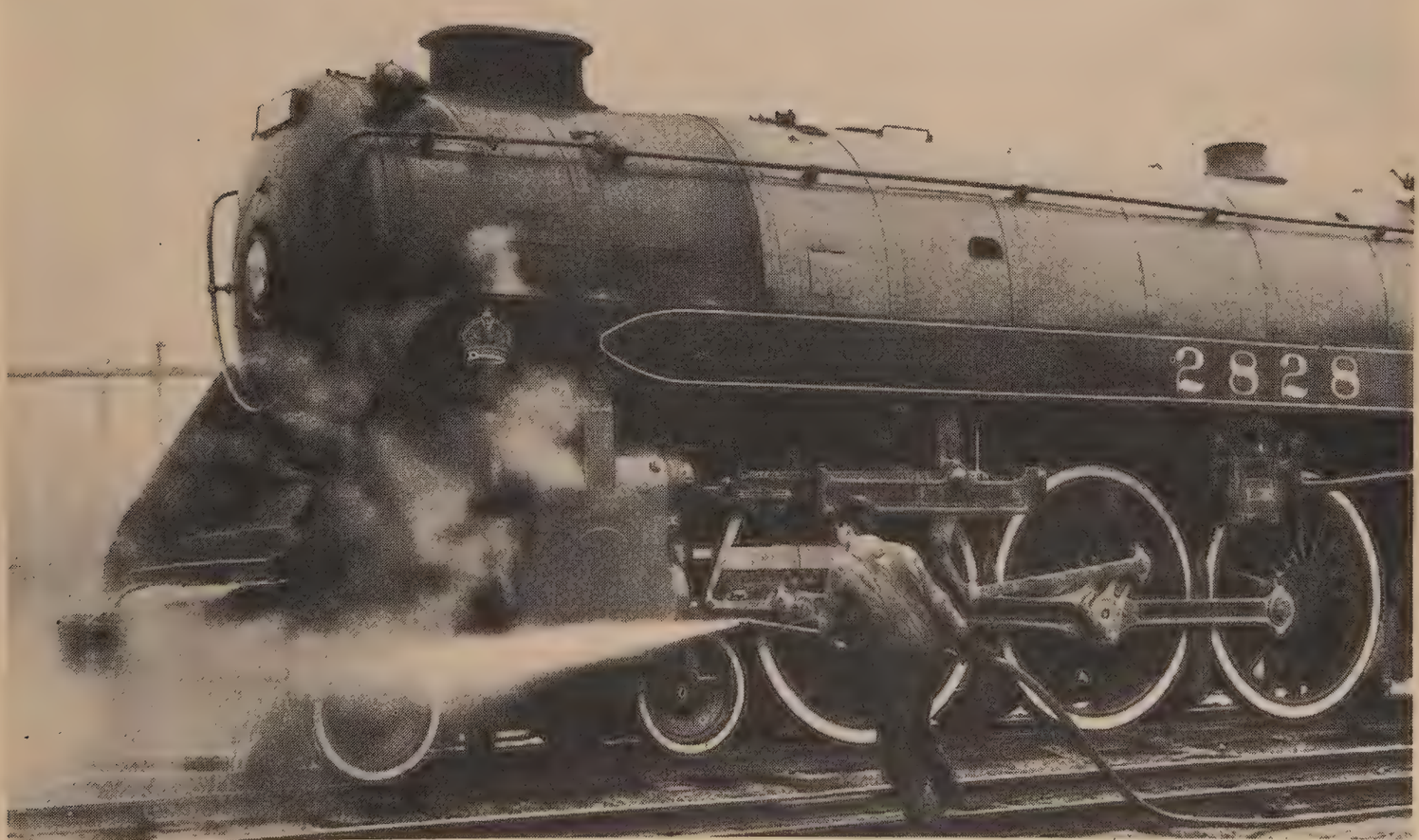
The engineer oils around. Crowns were truly beautiful.

Photograph by Howard W. Serig, Jr.

Photos Jim Shaughnessy

Roundhouse men really liked to work on Royals, as they were a mechanically outstanding locomotive, and the running gear was accessible.





The Queen in her Royal bath gets a good steam cleaning. Canadian Pacific was famous for this type maintenance.

Photograph by Jim Shaughnessy

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1 ***What is the purpose of the small red, white, and blue upright panel attached to many freight cars?***

That is a new automatic car identification system. Trackside scanners record facts such as car number, weight, etc., from the plastic chevrons on passing cars and relay the data to computer banks. A car can be traced quickly.

2 **(a)** ***Which was the last steam loco built for service in U.S.A.?*** **(b)** ***Where can I get a photo of her?***

(a) Norfolk & Western 0-8-0 No. 244, class Sla, built in 1953 by the Roanoke Shops. She was retired and scrapped in 1958, although still in excellent condition. (b) We are putting an ad for you in our *Switch List*.

3 ***Define locomotive "creep" control?***

This is a special low-speed device with which some diesel locomotives are equipped to permit the continuous loading of cars in a freight train.

"The low-speed equipment includes three devices: a dual-range Speed-Log, a speed recorder, and a Pace Setter," explains A. B. Dunn, Illinois Central electrical engineer-equipment. The Speed-Log on a locomotive has the same function as a speedometer on a car. The dual-range type indicates speeds below one mph in tenths of a mph, and speeds above one mph in one mph increments. The speed recorder produces a chart which shows speeds, above one mph.

"Pace Setter control actually regulates locomotive speed in four ranges: 0.2 mph to 0.6 mph, 0.6 mph to 2 mph, 2 mph to 6 mph, and 6 mph to 20 mph. When loading at a mine the engineer uses the lowest setting of the Pace Setter to get a speed of from 0.3 to 0.5 mph."

Some switch engines in hump yard service have a standard Pace Setter control for humping cars. For this application the speed is set between 1 mph and 3 mph. The switchers do not have dual-range Speed Logs or control.

4 ***Where can I buy telegraph keys, sounders, relays, resonators, etc.?***

J. H. Bunnell & Co., 920 Essex St., Brooklyn, N.Y. 11208, lists many such items in a catalog it sells for 50 cents.

5 ***Tell me the history of the old Mississippi River & Bonne Terre, 22 miles of the Missouri Pacific now abandoned.***

The road was built in 1890 by the St. Joseph Lead Co., and operated as the MR&BT until Dec. 26, 1928, when it became part of the Missouri-Illinois, a Missouri Pacific subsidiary. The lead company retained an interest in the line until it sold out five years ago.

The last train between Bonne Terre and Riverside, Mo., on the main line of the MP out of St. Louis, was operated Nov. 17, 1964. It was a freight. There has been no traffic since.

Henry C. Thompson, in his book *Our Lead Belt Heritage*, notes that the original gauge was 24 inches for the MR&BT. Construction was started in 1888. The first train was operated on March 10, 1890. The narrow-gage rails remained in place until converted to standard in 1893.

6 ***Which European nations have the most steam locos in service today?***

West Germany, with about 1750, and Spain with almost as many. In both countries the steam power is dwindling fast. Our associate editor, Mike Eagleson, is visiting West Germany right now, taking steam pictures for a story.

7 ***How many gas-turbine electric locos does Union Pacific own?***

Eighteen. All but 4 are currently in use; they operate on the Eastern District —between Omaha, Neb., and Ogden, Utah. "Evidently they are performing well," writes Ed Schafer, general director of public relations, "but inasmuch as we have recently acquired forty-seven 6600-hp. Centennial locomotives from EMD, we are not likely to order any more gas-turbine electrics, at least not for some time."

8 ***What can you tell me about engine No. 6 that operates in Cornwall, Ont., Canada, and her owner?***

The 6-spot is one of a number of locos operated by Cornwall Street Railway, Light & Power Co., an electric line serving the city's industrial areas and connecting with the Canadian National's Toronto-Montreal mainline. She was built in Dec. 1918 by Baldwin-Westinghouse, serial number 52703. Despite her age, she appears to be in very good condition. Cornwall is located on the St. Lawrence River about 80 miles upstream from Montreal.

9 **(a)** ***When was the Western Maryland dieselized?*** **(b)** ***When did it end passenger service?***

We put this question up to W. R. Hicks, 192 Fairfield Ave., Westminster, Md. 21157, who has been specializing in WM history for over 40 years:

(a) "The Eastern Division was dieselized in the summer of 1954. I do not have the date when the entire road was dieselized. All WM steamers, except two used for heating, were gone early in 1955.

(b) The last train from Baltimore to Gettysburg ran Dec. 31, 1942. Passenger service from Cumberland ended May 30, 1942. Baltimore-Hagerstown passenger runs ended June 7, 1957. The last passenger train to Elkins left Cumberland on June 4, 1958.

10 ***Print the words of an old song,*** **The Big Rock Candy Mountains.**

Written by the late 'Haywire Mac' (Harry Kirby McClintock), boomer switchman and trainman, author, and wandering minstrel, it is reprinted from Freeman Hubbard's book, *Railroad Avenue*. Our editor knew Mac personally. He says that one of the unforgettable moments of his life was seeing and hearing the famous oldtimer sing *The Big Rock Candy Mountains* to the accompaniment of his own guitar at a folklore festival in Philadelphia.

One evening as the sun went down
And the jungle fire was burning,
Down the track came a hobo hiking
And he said: "Boys, I'm not turning;
I'm headed for a land that's far away,
Beside the crystal fountains,
So come with me, we'll go and see
The Big Rock Candy Mountains."

In the Big Rock Candy Mountains
There's a land that's fair and bright
And the handouts grow on bushes,
And you sleep out every night;
Where the boxcars are all empty
And the sun shines every day;
Where there's the birds and the bees
And the cigarette trees;
Where the lemonade springs

And the bluebird sings
In the Big Rock Candy Mountains.

In the Big Rock Candy Mountains
All the cops have wooden legs,
The bulldogs all have rubber teeth,
And the hens lay soft-boiled eggs;
Where the farmers' trees are full of fruit,
And the barns are full of hay.
Oh, I'm bound to go,
Where there ain't no snow,
Where the rain don't fall,
And the wind don't blow—
In the Big Rock Candy Mountains.

In the Big Rock Candy Mountains
You never change your sox,
And the little streams of alcohol
Come trickling down the rocks;
Where the brakemen have to tip their hat,
And the railroad bulls are blind.
Oh, a lake of stew
And whisky, too;
You can paddle around
In a big canoe
In the Big Rock Candy Mountains.

In the Big Rock Candy Mountains
All the jails are made of tin
And you can walk right out again
Just as soon as you are in.
Where there ain't no short-handled shovels,
No axes, saws or picks;
Where they hung the Turk
Who invented work
In the Big Rock Candy Mountains.

11 ***Do any railroads still operate General Motors FT diesels?***

Yes, a few, replies Sy Reich. Among them are Northern Pacific; the Great Northern; the Georgia Northern; the Georgia, Asburn, Sylvester & Camille, and possibly the Seaboard Coast Line.

12 ***On British Railways, (a) which is the highest altitude, (b) the lowest point, (c) the longest straight section, (d) the longest bridge, and (e) the longest tunnel?***

(a) Druimuachdar, Scotland, 1,484 feet above sea level; (b) in Severn Tunnel, 144 feet below sea level; (c) between Selby and Hull, England, 18 miles; (d) Tay Bridge, 2 miles, 364 yards; (e) Severn Tunnel, 4 miles, 628 yards.

13 ***How did the name Phoebe Snow come to a Lackawanna train?***

It was invented in the early 1900's by Delaware, Lackawanna & Western advertising men who pictured a fictionized girl dressed in white to symbolize the cleanliness of travel behind anthracite-burning engines. They called her Phoebe Snow and wrote jingles about her. In those days, no train had that name. Phoebe vanished during World War I, when the Lackawana engines used dirtier bituminous coal.

She re-appeared in 1930 when the road inaugurated electric multiple-unit service in the New York suburban area, and portrayed the cleanliness of electric power. Still, no train bore her name, though she was used in advertising at various times through World War II, and then was "retired." But Phoebe was so well known in Lackawanna territory that the road's president, William White, named a new streamliner *Phoebe Snow*. Beginning Nov. 4, 1949, this train ran between Hoboken, N.Y., and Buffalo, N.Y., but it was discontinued.

Running Extra

"The largest driving wheels ever built in Britain were the ten-foot drivers on a 2-2-2 engine named *Cornwall,* belonging to the London & Birmingham (later the London & North Western)," writes C. Brooks, retired British Railways engineer, 27 Clitterhouse Crescent, Cricklewood, London, NW2, England.

"As originally built, the axle was above the boiler and there was a special indentation in the boiler for the axle. I believe the *Cornwall* once attained a speed of 117 miles per hour. She was in service for 90 years. Her wheels, I think, are now in London's transport museum. I took a photo there of a pair of enormous drivers, but no information on them was available."

Another comment on our answer to question 9 in May issue comes from Hugh R. Gibb (NRHS historian), Bridleshire Farm, RD 3, Newark, Dela. 19711: "The wide-gage Great Western Ry. of England had some very large driving wheels, because the erratic I. K. Brunel, chief engineer for that line, never imposed dimensions or modes of construction on locomotive builders and as a consequence acquired some freaks.

"In 1838, Mather, Dixon & Co. built two 2-2-2 engines with 10-foot driving wheels. Named *Mars* and *Ajax,* they had 14x20-inch cylinders and were more remarkable in that all wheel centers, including the drivers, were built up of riveted plates in the form of discs. But they were failures and had their drivers reduced to 8 feet. The problem was due more to inadequate cylinders than to big wheels.

"Another freak, built by Hawthorn & Co. had 10-foot drivers, with the engine and machinery on one frame and the boiler on another. Finally, this company built a loco with 6-foot coupled wheels geared up by spur wheels on a 3-to-one ratio. This gave you the equivalent of 18-foot drivers. Despite mechanical changes, none of these aberrations lasted over two years. *Ajax,* with 15,264 miles of travel, had the best record."

In *Along the Iron Pike* (Aug. issue) Joe Easley pictured a cabin built into the tank of a locomotive on the Kelly's Creek & North Western at Ward, W. Va. "I worked on that engine before the cabin was built," writes Harold Blaney, Vale St., RD 1, East Liverpool, Ohio 43920. "The purpose of the cabin was for the train crew to ride from Ward to Cedar Grove with a coal drag."

Brief history of the Lehigh & New England is wanted by Ted Fish, Box 20, North Hoosick, N.Y. 12133.

Info. on streamlined Southern engine No. 1380, formerly assigned to *The Tennesseean,* is sought by David Cooper, 213 N. Lake Rd., Paris, Tenn.

"When did the first passenger train from Cincinnati reach Chattanooga over the Cincinnatti Southern?" asks David Steinberg, 606 Orr St., Chattanooga, Tenn. 37405. "Also when was Chattanooga Central depot built?"

"In 1938, we heard much talk about a 'constant torque' steam loco," writes S. T. Shue, Jr., RD 1, Spring Grove, Pa. 17362. "It was designed to have each axle driven by 4 directly-geared cylinders, 2 per wheel, to produce a smooth continuous flow of power. B&O proposed such a loco. Was one ever built, other than steam turbine?" (No.)

Art Shea (Aug. issue) asked about experiments with steam locos operating on 1,000 lbs. pressure. Ralph Edwards replies that *Mixed Traffic,* a book by R. B. Way, dated 1937, tells of locos tested in Austria at 1,700 lbs. and in Germany at 850 lbs.

"What happened to Texas & Pacific caboose 2424?" asks Bobby Page, 625 S.W. 3rd St., Grand Prairie, Texas 75050.

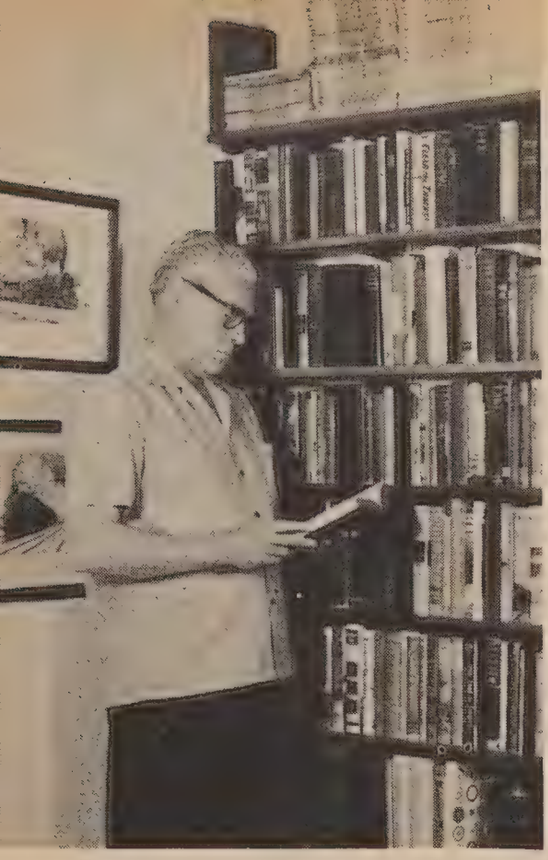
Bob. Riebold (no address given) wants info. on Labor Day passenger-train wreck on Frisco tracks at Osage, Mo., a long time ago.

Adding to our list (July issue) of books about New England railroads, Morris Abbott mentions *The First 20 Years of Railroads in Connecticut,* published 1935 by State of Conn., Committee on Historical Publications, reprinted 1957. Get details from State Library, Hartford, Conn.

Brief history of Alameda Belt Line in California is sought by Alvin Fickewirth, 3159 Gage St., El Monte, Calif.

"When I went firing on the Jersey Central in 1917 I remember seeing a short railroad known as the Rockaway Valley, which we called the Rock-a-by-baby," writes George Wohnus (no address given). "Maybe some reader can supply its history."

"When did the Pennsy renumber its B-1 and BB-2 class electric engines?" asks W. Clair Endy, 217 Berks St., Stowe, Pa. 19464.



Skidmore in his railbook library.
Photo by Charles H. Smith

Interesting Railfans No. 82
MERRILL O. SKIDMORE

By FREEMAN HUBBARD

HIS COLLECTION of railroad fact and fiction books is second to none. Merrill O. Skidmore started with one volume. *Tales of the Rails,* by Hutchinson. Today his overgrown book shelves, crowded with well over 1,450 titles, cover three walls of his home at Saratoga, California.

"Some day his house joists will sag because of the overload on those shelves," one of his neighbors, R. B. Richard, writes whimsically.

Like myself, Skid is a six-footer with hazel eyes, gray hair, and three children. He was born at Oakesdale, Wash., on October 1, 1906—the very day *Railroad Magazine* first hit the news-stands! His maternal grandparents crossed the great plains westward in a covered wagon. His father, William N. Skidmore, was a streetcar conductor, later went firing on the Northern Pacific. In January, 1934, the father, then a promoted engineer, was firing an engine which ran into a washout near Lewiston, Idaho, and his body was lost in the swirling flood.

"Often I would walk with Dad to the Parkwater roundhouse," Skid recalls nostalgically, "and sometimes rode his engine out of the roundhouse. I made many trips with him over the Palouse & Lewiston branch, which ran through Oakesdale. Often when we reached Marshall Junction a trainman would open a door on the off side of the train so I could hustle up to the cab. After occupying the fireman's seatbox for an hour or so I surreptitiously got off at Oakesdale, grimy but happy."

In those days Oakesdale was served daily by two NP trains each way and one each way on the Inland Empire electric line (now Great Northern), while the Oregon-Washington Railroad & Navigation Co. (now Union Pacific) operated a distillate-fueled railcar through the town once a day. It was exciting for a kid like Merrill to meet those trains, along with frequent freights.

"One day when film star William S. Hart visited Spokane," Skid tells me, "I shook his hand and touched one of his two guns, and I yearned to be a movie cowboy. But my main interest was railroading. A window ledge in our woodshed was padded like an engine-cab window. I fixed up a makeshift throttle, a brake stand, and ropes for whistle cord and bell cord. Many joyous hours I spent leaning out that window with my hand on the throttle and my eagle eye on the road."

After graduating from high school he went to work. First he tried logging. Fire destroyed the logging camp and many square miles of primitive forest, and Skid was drafted for a week of fire-fighting. His luck with hay, apple, and wheat harvesting was not much better. When he turned to tree planting for the Forest Service in the Bitter Root Mountains, the cost of his board exceeded his earnings. Later, he toiled at highway building in Glacier National Park, but was soon fired.

"So I hiked to the nearest town," he goes on, "and hopped a westbound freight. My bad luck continued. Early next morning a flatcar behind the tender jumped the track and broke the coupler on the next car. The crew invited me to help straighten things out. I must have lugged a ton of chains all the way from the caboose to the head end. For pay I received a large sandwich, a cup of steaming hot coffee, and an engine-cab ride."

His only railroad job was with a Union Pacific signal maintenance gang. It was mostly a pick-and-shovel job. Skid lasted there about two weeks. His next venture was helping to dig the Great Northern tunnel through the Cascades. Our hero was then almost 21. The prospect of building the longest tunnel in the northern hemisphere stirred his imagination.

At first he patrolled the three-mile road between Millcreek Camp and the east portal at Berne, Wash., carrying an eight-pound maul and a long-handled shovel. It was wearisome. A man hauling muck from the shaft dump would drop it alongside all soft places in the road. Skid had to break up the rocks into small pieces and shovel them into the bad spots. This he did seven days a week for 50 cents an hour plus meals and a bunk.

After three weeks he was transferred to the swing shift train that moved supplies for camp and tunnel work. This, too, was tough. He had to

Replica of *C.P. Huntington* (SP) at entrance to Skidmore's home.
Photo by Jonnie Skidmore

Merrill Skidmore and daughter Diane.

load and unload all that stuff, but at least he rode between the supply yard and the camp. Eventually he became cage tender in the shaft (sort of an operator), and then a timekeeper and commissary clerk. This work ended when the tunnel was completed and formally opened on January 12, 1929.

Later, while employed by an engine-building firm in San Francisco, he met Jonnie Cotterell, a graduate nurse with an irresistible smile. They fell in love, became man and wife September 30, 1933, and now have three daughters: Marilyn, Pat, and Diane, all married.

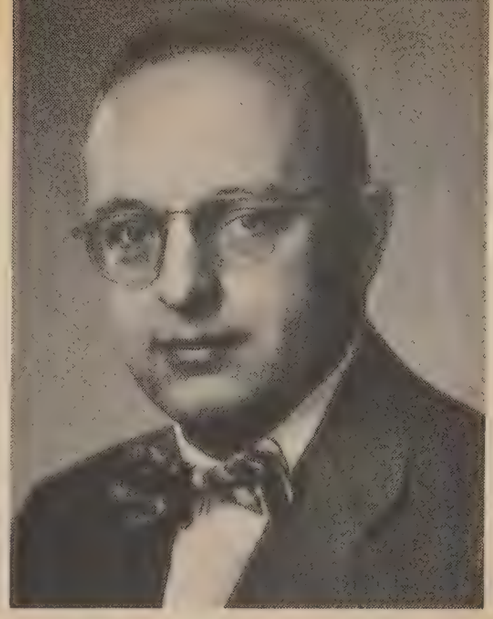
In 1938 our subject hired out to Lockheed Aircraft Corp. and has since been engaged in material planning, production control, and as conservation coordinator for all Lockheed plants. This activity called for much travel; the future Railfan No. 82 rode trains whenever he could. From 1945 through 1957, although in the airline transport business, he covered more than 49,000 miles by rail.

In 1958 he moved to Sunnyvale, Calif., to work on the Polaris program of the Lockheed Missile and Space Company.

Skid is a realist. Each year he gives his secretary at Lockheed a Christmas present and she gives him a railroad book. But the book is no surprise, because he tells her in advance which one he wants and she buys it for him; and there is a similar understanding with the members of his own family.

"I remember visiting dirty second-hand bookstores with Daddy when I was a little girl," writes his daughter Pat, now Mrs. Tom Ebaugh. "He has great pride not merely in the value of his books but also in the fact that many were picked up at prices ranging from 10 to 25 cents apiece. About one-fifth of them were gifts. At Yuletide he is rather like a small boy poking around the tree for book-shaped packages. We use skill in disguising those we give him."

Skid's first collection of railbooks was lost in a fire long ago; but, undismayed, he began assembling another library after he had read Frank P. Donovan's article on "The Railroad in Literature" in a *Bulletin* of the Railway & Locomotive Historical Society, to which in 1955 he was given a membership for Christmas. That article whetted his desire to accumulate a great railroad library.



Frank P. Donovan as he looked when he wrote "The Railroad in Literature" for a *Bulletin* of the R&LHS, which started Merrill collecting his present railroad library.

Frank is a book author and a contributor to *Railroad Magazine*. One result of Skid's putting an ad in our *Switch List* in 1961 was meeting Frank, who has since assisted him in his literary quest. The two men, having kindred interests, developed a firm friendship. John W. Barriger, president of the Katy, has an uncommonly large railroad library; but, according to Frank, it probably isn't as big as Skid's. Whereas John's library is most-

Merrill's father, Northern Pacific fireman, died in this wreck on Palouse & Lewiston branch in Idaho in 1934.

Charles H. Smith, 15270 North Rd., Saratoga, Calif. 95070

Merrill and his wife, Jonnie, with the original of a painting created by Joel Barber from postcard size picture.

ly history, economics, and general works on railroading, Skid's embraces many such books in addition to what may well be the world's best collection of rail fiction.

Wherever he goes on business or pleasure, Skid takes along an alphabetical list of titles he is searching for, and he scours local bookshops. He keeps a record of his books on 3x5-inch cards, with each title, author, and cost. If it is a gift, he shows the donor's name and date of receipt. Every year, shortly after Christmas, he brings up to date the list he carries with him. Copies of it are kept also by his three daughters, by Frank Donovan, and Walt Harris. Whenever he gets a duplicate book, he stores it in his garage for future trading.

The prices he pays range from zero to $20; but since he often haunts Salvation Army and Goodwill thrift shops, he picks up a considerable number of books for less than a dollar apiece. Not uncommon are prices of a dime, two bits, and half a dollar. One day he visited the Carson City, Nev., bookstore of the late Grahame Hardy, who was No. 1 of our *Interesting Railfans,* and showed him the list. Grahame glanced at the prices, squirmed a bit, and said: "Mr. Skidmore, you are welcome to look through my shop, but I doubt if you and I will do any business."

Skid's catalog, which is almost a book in itself, shows 10 books by Beebe, 14 by Beebe-Clegg, 19 by M. Kirkman, 15 by Donovan, 14 by Edward Hungerford, 8 by Kip Farrington, 7 by Gerald M. Best, 7 by Donald Duke, 7 by Frank Spearman, 8 by Cy Warman, 11 of the juvenile Ralph series by A. Chapman, 6 by David P. Morgan, and 6 of my books (including one written in collaboration with William F. Knapke).

The great library also boasts many technical manuals, *Official Guides,* books of rules, R&LHS *Bulletins,* and files of periodicals such as *Railroad, Railway Progress, Trains, The Western Railroader,* etc., as well as *Trains* photo albums and railroad sound recordings.

His oldest specimen is Nicholas Wood's *A Practical Treatise on Railroads,* published in 1832. An acquisition he is especially proud of is copy No. 1 of the 2,000 issues of Beebe-Clegg's *Great Railroad Photographs of the U.S.A.,* a superb art work.

Mrs. Merrill Skidmore tells me that one Christmas her husband wanted "a steam locomotive and 1,000 miles of track," but never got it. Instead, she gave him a Lionel tinplate outfit as a joke.

"Our house is turning into a museum of railroadiana," she says. "Aside from the library, our walls are hung with railroad pictures. Almost everywhere you see such items as records, tapes, games, lanterns, cuff links, tie clasps, trays, a locomotive bell, mugs, tiles, a tablecloth, etc., all railroadish. We even have a silhouetted train on the lightpost in front of our house. and I have appliqued train designs on our grandsons' sweat shirts and made a dress of railroad material for our granddaughter."

As a member of the Pacific Railroad Society, Skid has enjoyed many fantrips, notably being those for the Arcata & Mad River centennial and the final run of the Southern Pacific's narrow-gage line out of Owenyo, Calif.

Walter Pickhardt, a UP engineer, first met Skid in 1950 as a guest rider in the cab of a diesel that he, Walter, was operating with a streamliner running between Ogden, Utah, and Evanston, Wyo. "He was a close, eager observer," Walt informs me, "and readily grasped my explanation of the way the controls worked and the meaning of fixed signals, and he asked intelligent questions."

Skid enjoys both *Railroad* and *Trains.* "Your magazine," he tells me, "deals to some extent with the worker, his activities and adventures, and fortunately it includes fiction, while *Trains* is more like *Railway Age,* and deals with railroad management."

Instead of taking regular exercise, he relies largely on outdoor gardening on week-ends to help him keep fit. He is slightly overweight, 205 pounds, and he aggravates a heart condition by smoking cigarettes but constantly tries to limit their number. I asked what would happen eventually to his great railbook collection.

"I hope members of my family will keep it together," he says wistfully. "If not, my wife will break it up. I am against putting things into a foundation or institutional library for a tax break. And I object to taking things out of circulation, which keeps other people from the joy of finding them. The big organizations which get the most collections are hard put to find the space to display them, and much of their material is kept in storage for that reason." ●

STEVE MAGUIRE'S

TRANSIT TOPICS

Chicago Transit Authority and Greyhound. Scene will be typical when Greyhound sets up satellite terminals at three CTA locations: 95th Street station on Dan Ryan Route, Jefferson Park on Kennedy route, and Dempster on Skokie Swift.

APPARENTLY the aircraft industry has successfully invaded the rapid transit market by submitting the lowest bids to build trains for Bay Area Rapid Transit District.

Steve Maguire

The Rohr Corp. of Chula Vista, Calif., bid $59,094,-967 to supply BART with 250 aluminum-body train cars. If steel body units are desired, the firm's bid of $62,-525,337 also seems to be the lowest.

These bids are a victory for BART staff members and directors, who were angry over demands made by some traditional car builders regarding contract specifications.

Rohr agreed to supply the cars in time to permit BART to open the Oakland-Fremont line in August, 1971. It quoted the same prices for a longer delivery schedule, allowing service to start in February 1972, and its figures are within BART estimates.

Two other bidders also made alternate offers. They were the St. Louis Car Division of General Steel Industries and the Pullman-Standard Division of Pullman, Inc. However, Budd Co. of Philadelphia, Pa., which has had difficulties with the new high-speed trains it built for New York-Washington service on the Penn Central, was not satisfied with BART specifications and refused to enter a bid. So says Harre Demoro of the *Oakland Tribune*.

Steps are being taken to get new streetcars for the Municipal Railway of San Francisco, reports Charles Tidwell, P.O. Box 1639, San Francisco. Two American firms and two in Europe have expressed interest in bidding for a contract to build the trolleys. These firms are the Pullman Co., the St. Louis Car Co., the DuWag firm in Duesseldorf, Germany, and ASEA of Sweden.

BART's schedule calls for trains to begin operating in the Market Street subway in mid-1972.

"The other day," Carl Nolte writes in the San Francisco *Chronicle*, "I found an old railroad timetable. In those backward days it took 47 minutes by ferryboat and electric train to get to Mill Valley from San Francisco. If you want to go by Greyhound bus this very afternoon, it will take you three minutes longer. Some trains took 19 minutes from Sausalito to San Rafael. Try that on the Greyhound. And bring your lunch."

THE LAST streetcar built in the United States is now running in San Francisco. According to plans of General Manager John M. Woods, general manager of the Municipal Railway, it will be preserved for historical purposes. Car 1040 (St. Louis Car Co., 1952) is operating daily, along with others in the PCC fleet, but will be retired around 1972 when the BART subway is finished and new equipment arrives. At that time 1040 will be added to the Muni historic collection, which includes No. 1, the first car built for the line when it began its operation almost 60 years ago.

A decision on financing Muni improvements should be made before long. The San Francisco *Chronicle* editorialized: "The choice lies between the issuance of general obligation bonds and the use of a non-profit corporation to finance the improvements with revenues from its own bonds. The latter method would entail a slight increase in cost, estimated at less than one-fourth of one percent. But it has the advantage of permitting the work to begin without delay, instead of awaiting the results of a bond referendum."

PART of Myrtle Ave. elevated line in Brooklyn, N.Y., is scheduled to be abandoned on Oct. 4th, and later razed. The 35-block portion between Jay Street and Broadway will end service and be replaced by more buses

Photograph by H.W. Demoro

San Francisco Muni 1040 was the last PCC streetcar built in the United States.

March, 1969: motorman of the Red Arrow Lines glances at his watch before easing *Bullet* speedster out of the station at Norristown, Pa., on his regular run.

H.W. Demoro, 3040 Jordan Rd., Oakland, Calif. 94602

Recent restoration of trolley is now on permanent display in Carillon Park at Dayton, Ohio. This car ran in Montreal, Mexico City, and South America, as well as Dayton.

James J. Pflaum, 4233 Schrubb Dr., Dayton, Ohio 45429

on the street, if plans announced on July 19th are carried out. N.Y. City Transit Authority cited declining patronage of the El as its reason for abandonment, although rush-hour traffic on the El was heavy.

Actually, there has been pressure from real-estate men, political groups, and Brooklyn Polytechnic Institute (located near the El) to remove the line. As often happens, the interests of the riding public are ignored by the very Authority which is supposed to protect them.

Scrapping the 80-year-old El will mean retiring the last wooden-body rapid transit cars still in service anywhere, BMT class Q cars. The part of the line between Broadway and Metropolitan Ave. will continue to be served by subway trains operating via BMT Broadway (Bklyn.) line.

TWENTY-FIVE new turnstiles that accept any combination of dimes, quarters, and nickels for paying fares and buying transfers are being installed at busy Chicago "L" and subway stations, according to Thomas B. O'Connor, CTA general manager. Forty-four more of these turnstiles will be used at stations on the Dan Ryan and Kennedy routes, at the Ashland terminal on the Englewood route, and at Clinton on the Lake route. Later, 65 more will be installed at other stations.

These are the first exact-fare turnstiles that accept three denominations of coins in use on any rapid transit system. They were designed by CTA's Research and Planning Department in cooperation with an English company, and cost $1,400 each.

FATE of the Newark, N.J., subway line, which has been operated by Public Service Co-ordinated Transport for 30 years, has been postponed six months by passage of legislation providing an emergency $750,000 for the relief of bus lines (and the Newark subway) that are in danger of giving up service for financial reasons.

Prior to that, State Transportation Commissioner David J. Goldberg told *The Star Ledger* "it is our intention" to use some of the $750,000 contained in the subsidy bill to save the subway. It is scheduled to close down December 31st.

Goldberg warned that the amount of state money would depend on how much Essex County is willing to put up as its 25 percent share. And he noted that, in any event, the extension of subway operation would be guaranteed only for an emergency period of six months "while we are exploring other approaches."

Some months ago Public Service, in notifying the city that it would terminate its contract as of December 31st, pointed out that during the preceding five years it had accumulated a deficit of more than $930,000.

"WHERE could I buy an old retired streetcar at a moderate price?" asks Pvt. Donald Pate, RA 68084692, Co. E, 19 Bn., 5BCT Bde., Fort Knox, Ky. 40121.

"READING about the opening of the underground line of the London Transport Board in your June issue," writes J.N. Monk, 2 Campbell Ct., Hanwell, London, W.7, England, "reminded me that your readers might be interested in the London system's low fares. Daily tickets on the 1,500 route-mile London bus system sell for the equivalent of 85 cents. For an extra 60 cents you can get a ticket good for unlimited rides on the bus and underground lines. Visitors from overseas can buy tickets for longer periods at even lower prices, but these I have mentioned will give you an idea of the available transit bargain fares.

"One end of the Central line actually runs through cornfields, and most of our subway routes go up on the surface when they get from 6 to 10 miles out of central London."

FOUR freeways through the eastern Cleveland suburb and a downtown distribution system for mass transit are proposed as part of a nearly $2-billion transportation plan designed to serve northern Ohio needs by 1990.

The proposals are part of the comprehensive report of the Cleveland-Seven Counties Transportation-Land Use Study (SCOTS). The 132-page report recommends building 180 miles of freeways or improved existing highways at a cost of $1.3 billion and the construction of 81 miles of mass transit facilities costing $583 million.

SCOTS was founded in 1963 to provide a regional plan covering transportation and land uses. The study, which cost over $4 million, was financed by grants from the U.S. Department of Housing and Urban Development and the Department of Transportation, the Ohio Department of Highways and by the cities, villages and counties in the SCOTS area.

According to Al Kleinsmith of Cleveland, Ohio, the most controversial of the proposals is the downtown distribution system for mass transit and the four freeway routes through the eastern suburbs. At present, nearly all persons traveling downtown by either the Cleveland Transit System's rapid transit or the one operated by Shaker Heights must switch to some other form of transportation, such as buses, after arrival at Cleveland Union Terminal.

Trolley Museum News

KEEP October 11th open for the 30th anniversary shindig of Seashore Trolley Museum at Kennebunkport, Maine. This is the birthday not only of Seashore but also of the entire trolley museum movement, as Seashore

was the pioneer in this field. Today it has the largest collection of streetcars and electric railway cars on the continent.

On celebration day, the museum will be open 10 a.m. to 6 p. m. Admission $1, kids 50 cents. No fare will be charged for car rides. Governor Kenneth Curtis will be master of ceremonies. Reception, 11:30 a.m. to 1 p.m., followed by a catered lunch for ticket holders and special guests; then speeches, and finally a parade of trolleys out to the mainline, breaking a ribbon. Limited number of lunch tickets available at $3 each, including admission. Ticket requests with $3 remittance should be mailed *before* Oct. 4th to George M. Sanborn, 115 Welles Ave., Dorchester, Mass. 02124.

ORANGE EMPIRE Trolley Museum at Perris, Calif., may become the first traction museum to operate trackless trolleys, according to *Traction Gazette*, the museum's publication.

By way of explaining the unusual move, the *Gazette* notes: "As much a part of public transportation history as the horse, cable, and street car, the trolley-bus led an interesting, if short, life in many cities. First seen as a pioneer novelty on the Laurel Canyon line in Los Angeles, the first practical city trackless trolley line began operation in Philadelphia in the early 1920's. In Los Angeles, the No. 2 and 3 trolley-bus lines appeared during 1947-'48 to replace electric railway service on the 3 and B car lines, and ran until March, 1963.

"When the trolley-buses from the Los Angeles system were put into storage pending disposal, the museum was not able to secure an example. They were later sold to an equipment dealer. The museum owns a Seattle trolley-bus which is stored in that area until some knotty transport problems can be ironed out."

The museum has acquired two trackless trolleys, 530 and 536, from The San Francisco Municipal Ry. "It has always been hoped that our master plan include an operating trolley-bus," the magazine adds, "and this acquisition has been planned for some time."

AFICIONADOS of trackless trolleys will be pleased to learn that a second edition of the *All-Time Trackless Operators* listing has been published by Harry R. Porter, 1042 Bardstown Rd., Louisville, Ky. 40204. This 12-page brochure is revised and is much larger than the first edition. It gives starting and ending dates, duration of service, names of operators, list of preserved units and of builders, and a full page map showing location of present and abandoned trackless lines. It sells for 60 cents a copy.

Wouldn't it be fine if someone could prepare such a listing for trolley operations of the past and present?

NEW ZEALAND'S first trolley museum has begun operation, we learn from *Trolley Wire*, monthly publication of the South Pacific Electric Ry., a museum society, Box 103, G.P.O., Sydney, New South Wales, 2001, Australia.

Auckland's Museum of Transport & Technology at Western Springs started trolley operation at the museum on Nov. 24, 1967, exactly 65 years after the opening of electric rail service in that city in 1902. Auckland's system was abandoned in 1956, but the museum group fortunately acquired several of its cars as well as some from Wellington, N.Z., not long after that city's trolley service ended.

At Christchurch, N.Z. the Tramway Historical Society, which owns a steam tram and several electric tramcars, commenced steam operation in 1968, using a tram engine built in 1881 by Kitson & Co. of Leeds, England. The engine hauled a restored Christchurch double-deck passenger trailer on a quarter-mile run. This museum owns an old Stephenson horsecar, a Brill single-truck closed car from Dunedin, and several other trolleys from Christchurch which are now being restored. ●

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

BACK ISSUES OF THIS MAGAZINE

Most issues from the past 2 or 3 years are still available. By mail, 50¢ each, 12 for $5. For current list, send 6¢ stamped, self-addressed envelope to

RAILROAD MAGAZINE
205 East 42nd St., New York 10017

Photograph by Stephen D. Maguire

Winter scenes. (Above) No. 663 of Monongahela West Penn at Parkersburg, W. Va., in Feb. '42. (Below) Car 5159 of Mass. Bay Transit Authority at Riverside, Feb. '69.

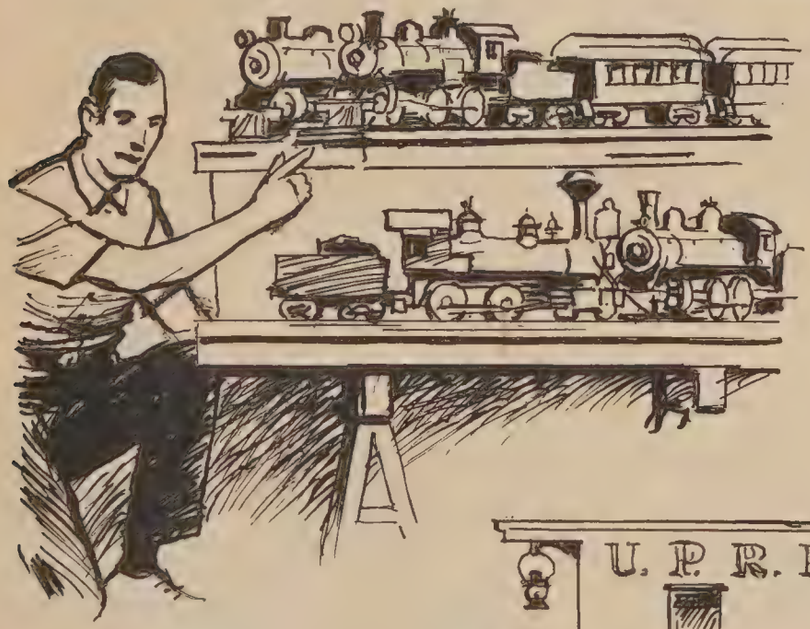
N.D. Clark, 21 Endicott St., Newton Highlands, Mass.

ALONG THE IRON PIKE

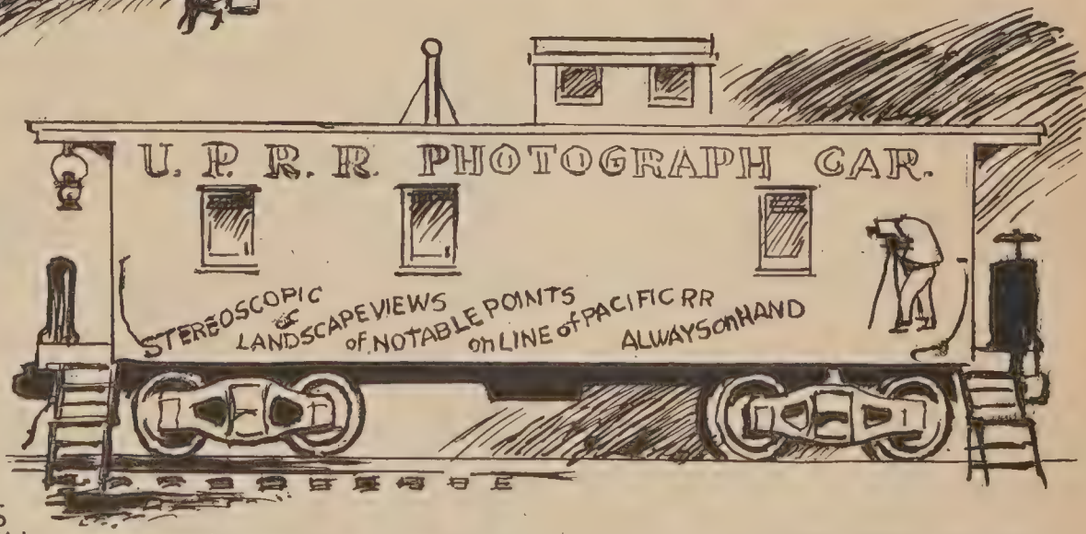
by Joe Easley

COLLEGE GIRLS OF PI DELTA CHI SORORITY IN ONEONTA, N.Y., CLEAN MARKS OF VANDALISM FROM FAMOUS CABOOSE IN WHICH BROTHERHOOD OF RAILROAD TRAINMEN WAS FOUNDED IN 1883. THEY VOLUNTEERED TO DO THIS AS A CIVIC GESTURE. (From William C. Kessel)

STANDPIPE THAT SERVICES STEAM LOCOS IN RAILWAY YARD AT JAKARTA, CAPITAL OF INDONESIA, ALSO SUPPLIES FREE SHOWER BATHS FOR NEARBY RESIDENTS AND WATER TO BE TOTED AWAY IN BUCKETS FOR WASHING CLOTHES



GEORGE JOHNSON, AGE 74, CARVES WOODEN MODELS OF STEAM LOCOS AND CARS, ACCURATELY DETAILED, AT HOME IN CHILDRESS, TEXAS, USING WHITE PINE, BALSA, AND TOOTHPICKS. HE IS A RETIRED FORT WORTH & DENVER RR MACHINIST. (From Luther Cummings)



FULL-SIZE REPLICA OF OLD TIME UNION PACIFIC CAR STANDS IN OGALLA, NEB., BESIDE PARKING LOT. (From Jim C. Seacrest photo)

BLIND CROSSING

by Carl Lane

JIM CLAYTON, JR., received the nickname "Boxcar" from the fact that his engine had grazed the edge of a boxcar on his first run, and the name stuck. Right now the young engineer was lumbering through the Central Division offices of the C&M, chin up but feeling discouraged inside, and he stopped at a door lettered "B. F. Van Boren, Supt."

A smart little blonde secretary with cold blue eyes and artificial lashes guarded the door. Boxcar leaned over her desk and announced: "Browning Clayton, Jr., going on the carpet." Then he stood back and grinned.

The girl rebuked him. "There's nothing funny about sending two men to the hospital," she said acidly.

"Don't forget the Mikado and a few reefers," the hogger added with a touch of bitterness. "They're junk now. Get the whole story, sister. Everybody else knows it by this time."

"Mr. Van Boren won't skip anything," she replied, touching up the rouge on her lips with the aid of a purse-size mirror. "You're to wait, mister. Sit down there."

Boxcar eased his big form onto the long bench against the rail enclosure. He still had to move around gently and take things easy. Sometimes at night the pain wouldn't let him sleep. He'd lie awake thinking about that wreck. It was hell to live again through that awful moment when the driving wheels of his 2-8-2 type locomotive chewed into that truck at Norton's—those two half-seconds while the engine teetered, making up her mind before rolling lazily over.

At length the blonde watchdog announced, "Mr. Van Boren will see you now," and held open the door. "And don't grin," she added pointedly.

The superintendent, a heavily built man with a toothbrush mustache and a partly bald dome, sat behind a golden-oak desk in an untidy office. He waved Boxcar to a chair.

It was hot and too sunny in that office. Boxcar crossed his legs. Those healing steam burns itched terribly; it felt good to have the pressure of weight on one of them. At length Mr. Van Boren looked up, leaning back.

"How're you feeling, Clayton?"

"Good!" said the engineer. "Glad to get out of the sick bay, you bet."

The Old Man said nothing for a time. His gaze shot through the open sash on the track-ribboned terminal below and the sparkling blue river-harbor of Pendleton beyond.

"I've heard about the wreck story from maybe ten angles," he said. "There's one more. Let's have it."

Boxcar swallowed a thick froggy feeling in his throat. Van wasn't a white-collared investigator.

"It's all in my report."

"Hogwash!" snapped Van, and all the toughness with which he'd learned to camouflage his real nature was in the words. "I want the truth, see?"

"You've got it, Mr. Van Boren."

"Okay, then." Van sighed and

reached for a sheaf of reports. "I've got everything. Don't forget you said it yourself. You were doing forty-five along the dunes run on the beach." He scanned the reports. "It was foggy as hell. Okay. You were drifting into Section 10 at Norton's crossing, through the sand-cut with the county highway on the far side. Next thing you knew, you had a truck body draped on your pilot and a two-ton chassis under your fire. Okay?"

"Yes, Mr. Van Boren." The engineer nodded and set his jaws.

"But you say you whistled for the crossing, Clayton? You underlined it."

Van threw the reports on the desk. His eyes bored into Boxcar's.

"Yes," said the defendant quietly. "I've got that underlined. I tell you, I blew for that crossing."

"I'd like to believe it, young fellow," the official went on. "For good reasons, I would. But it's against reason. Look, hogger!" Van slapped the reports. "I've got seven people who swear you missed that blow. What do you say?"

THE ACCUSED man wasn't at all surprised. The crew-room grapevine had told him all about those seven sworn statements. He wished the brass collar would cut the preliminary talk and spill the bad news.

"Tony Marazzi is the only one claims you blew," Van continued. "Your own conductor, Al Beeton, and both brakemen say you slipped. A man named Hull who lives by the right-of-way usually leaves for work by your whistle. He was late on his job that day because he didn't hear you. Do I have to mentioned the truck driver and his helper, too?"

"The public and Al Beeton!" Boxcar snorted, tightening his lips.

"The public is always ready to crucify a railroad," the super admitted. "Okay, I know that. And you and Al Beeton have been feuding since you were kids. I'm aware of that, too, and I am willing to forget those two reports. But I've still got enough to give you the ax, and it looks like I have to."

Boxcar Clayton stared off into the May sunshine. He realized he was off his engine as surely as the fact that he had blown for Norton's crossing before the truck had conjured itself out of the fog that day. Even what he'd seen on that poster in the front office was only a long chance.

He wasn't blaming the Old Man. Mr. Van Boren was doing his job as common sense told him to do. But the engineer didn't want to start railroading all over again. And there was no other business he wanted to follow. The son of an old runner, James Clayton, Sr., he had trailed his father's footsteps since he was first able to toddle.

Besides, Boxcar needed that job. He'd been figuring to ask Evelyn Clark to marry him—starry-eyed, redheaded Evelyn, with a shape like a high-class department store mannikin and whose dad was boss of the Pendleton roundhouse. He had decided to propose now that he'd moved over to the right-hand side where a railroad man's daughter would be proud of him.

But James Clayton, Jr., was very tired today. He'd been whipped and his dreams were fading.

"Go ahead, Mr. Van Boren," he challenged. "I guess I'm through."

The super toyed with a pen.

"Hold on now, young fellow," he admonished. "I didn't say I was going to fire you, did I? You still have one way out, Clayton. Change that report. Admit you missed that blow, and it leaves your character okay. You made a mistake and you don't lie out of it, see? Then I can let you off with a few brownies—and set you back firing."

Van looked hopefully at the accused engineer. He didn't want to lose a real railroad man. But he couldn't change the rules just to save this promising runner. It might spoil him—and all the young bucks who followed.

The big Seth Thomas clock thundered out the seconds in the hollow stillness of Van's office while Boxcar tried to make up his mind. Right here, on his next words hung his future and maybe Evelyn Clark's too. The way he looked at it, life wouldn't be much fun without pretty Evelyn to pal around with and sleep beside at night. That girl had gotten into his blood.

From the yard below came the thunderous bark of a Mike nosing into the morning local for the fishing stations beyond Norton's crossing.

"No," he said at last, "a fellow can't lie to himself, Mr. Van Boren. I saw something a while back that might prove I'm giving it to you straight. But I need time. How about holding those reports for a day?"

Maybe the super knew what was in Clayton's mind. Maybe he had the answer right ready then, but he was shrewd enough to realize that the young fellow had to find out for himself. So Van stood up and nodded.

"Okay, hogger," he growled. "I'll give you until tonight."

Boxcar eyed the girl on the way out.

CLAYTON deadheaded up to Norton's on the 10.04 accommodation. He slipped from the smoking-car abreast of Hull's shack, a half-mile west of the sand cut. Then he just mosied along the right-of-way on foot, listening and thinking.

He knew he had whistled for that crossing. Why, Tony Marazzi even remembered the blast of it had busted into the song he was singing to his water gage, right where it goes, "Any old hen—is a chicken when—the lights are soft and low—" Right there, according to Tony, the engine whistle had cut in.

From far away out there on the sunlit dunes came the blast of a fast freight high-balling into Section 10.

The young explorer saw a work gang spiking the sand-cut curve, and hollered to them: "Get clear! You won't hear that whistle again."

"Aw, we got a track whistle out," the foreman flung back in disgust. "Are you nuts?"

"Maybe you have, but you'd better get clear, just to be sure."

Boxcar knew those reports were cock-eyed. Norton's crossing was one of those rare places where the terrain or some hill formation or a certain stand of timber absorbed all sound, like the C&M poster warned about.

The engineer's heart was pounding like the steam chest of a low-wheeler breaking out frozen journals. He ran to the spot on the county highway where he'd rammed that truck. The gandy dancers were in the clear now, taking no chances.

If Boxcar was right, the hotshot would be over that highway almost without a sound. He trembled all over. Why wasn't he hearing that train? If Norton's was a blind, why wasn't that whistle screeching?

And suddenly his heart stood still. Starting low, filling all space, he heard it! Two longs and then the expert staccato double short. A blur of hot clanking steel rushed by, then a tender sloshing water, and a string of reefers, with the old familiar red caboose on their tail. The manifest thundered by in less time than it took Boxcar Clayton to realize he was beaten. *So Norton's crossing isn't blind after all,* he pondered ruefully. *Norton's has the acoustics of a bandstand.*

"You must be screwy," the section boss snarled.

"Yeah," said Boxcar absently.

He stopped at the super's office to tell Mr. Van Boren what he had to tell him. And right there maybe he got a break: his future was decided by some-

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thing bigger than himself or his pride. The super wasn't in. Van was on the rails, somewhere on Section 16 with a cripple.

Boxcar went to the call room to clear out his locker. The crews off duty sat about reading papers and loafing.

Bill Clark and Boxcar's father were playing a game of checkers in a sunny corner where they'd played for years. His dad hailed him.

"Nelson, on the berry train, says he saw you up to Norton's crossin'," the old man said, "and Van was tellin' me why you was there. Any luck?"

The father's voice vibrated with deep concern and Boxcar couldn't help wincing. The senior Jim Clayton would be mighty disappointed in the kid he'd brought up to be an engineman. Junior shook his head in reply.

"The sand cut isn't blind," explained his father. "Never was, even after they levelled her off three months ago. Van dug out his checks and it's wide open. Says he's got to demote you, son."

The young engineer didn't answer. He hadn't the heart to admit it wasn't only demotion; it was finish.

"Do you good," his father went on. "Learn you to be careful. Me and Bill been set back in our time too—eh, Bill? But no more, son. Me and Bill won't be playing checkers here much longer."

"What's up?" Junior asked.

"I'm quittin', boy," the father said softly. "Forty years with the road. I'm takin' my retirement."

"When?" inquired Boxcar, aware that his father and Bill were looking at him hard.

"Tell him," Bill mumbled.

"Well," said Senior, "I was figurin' in a couple-three weeks. But now I'll wait a while. You see, son," the gray-head struggled with words, "I've always figured I'd like to have my boy on the throttle side of the cab when I quit. Me and Bill have dreamed like about it a good many years—since you were a sprat, son."

HIS FATHER's words made the youth go cold inside. But he couldn't tell them.

The roundhouse foreman and his father were looking at him in a prideful, expectant way. All that Boxcar could do was nod numbly. Then he threw his stuff back in the locker and headed for home. He left the two veterans smiling happily, and that's all that seemed to matter just then.

He tried to phone the super late in the afternoon, to tell him how it was, waiting for the voice that wouldn't be tempered by the kindness. It galled him to think of firing again—no longer a promoted hogger.

Railroading was a tough school, with damn little reward when you did your lessons, and the greased skids when you muffed. He'd tried to tell that fiery redhead, Evelyn Clark, something like that an hour ago, but she hadn't been very sympathetic. She'd broken their usual Sunday date. The unhappy Jim guessed that maybe he'd see her out with Al Beeton tomorrow.

But luck was holding. His break was deciding his future in spite of what he did or said. It was drawing him on to the one place and time that could solve his troubles.

Mr. Van Boren was still away, out on the rails with that cripple. The office switchboard girl shunted him onto Traffic. The Traffic Department had been trying to get Jim Clayton, Jr., and were excited.

"Listen," they said, "there's hell to pay down east. Fog, see? Thick sea-fog rolling this way. Everything's late and bunched up. And on top of it all, Number 8 ran over a spike maul at Norton's and derailed her pilot."

"Number 8?" cried Boxcar. "Why, that's the limited my old man is pulling! Those careless gandy dancers should have picked up their tools!"

"They hadn't time," Traffic snapped. "They damn near got picked up themselves. Number 8 didn't blow."

"The hell she didn't!" Boxcar swore. He got sore and he made that phone rattle. "Number 8 *did* blow," he hollered. "Dad never skips whistles. There must be something daffy."

"Van Boren will find out what it is," Traffic snapped. "Now, you hump over here, Clayton, and quick!"

The young engineer got into warm garb. He guessed where they'd send him and he knew what it was to ride these spring sea-fogs—with wind screens and goggles useless—until May felt like January rushing in one gulp down your neck and into your bone marrow. Boxcar reported to Hughes in the dispatcher's tower. It was almost dark then.

"Snaggle onto the wrecker" Hughes barked. "Send her to Norton's crossing; and clean up that mess right away so Number 8 can get rolling again."

The train was ready. Boxcar climbed into the cab of engine 112. So the DS wanted a fast trip, eh? Well, he'd get it, all right!

Norton's was twenty miles east. Boxcar wanted to cover those twenty miles very quickly, to get out there where Dad was in trouble, where the lies were already beginning to stack up around him, just as they'd stacked up around himself. And they *were* lies. Dad hadn't skipped the sand-cut blow. He'd give every blow from habit alone, even if he were asleep at the throttle. Of that his son was certain.

The 112 hit the fog at Avon Harbor, near the dunes. Miasma rushed in from the leaden sea in thick banks, swirling around the steam chest in dizzy wraits. It picked up the glare of his fire over the tender. In a way, Boxcar liked it. It kept his head clear to think.

HE MADE those track joints sing. Not that time was too important. Not that he could help his father by shaving seconds. It was only that the young engineer was beginning to get the faint glimmer of an idea. He went through the blocks on double greens. He hooked his arm in the whistle cord and let it hang there.

"That's wheeling her!" grinned his fireman, Tony Marazzi.

Boxcar cut her then. He slowed down because he saw he was riding Section 9. Soon he'd be rolling into Norton's. The idea was full-fledged now and he couldn't risk another mess. So he tamed her down and roared through the gray fog, whistling. That was important. He played music on the four-chime.

"You'll drive 'em nuts in back," Tony yelled across the cab.

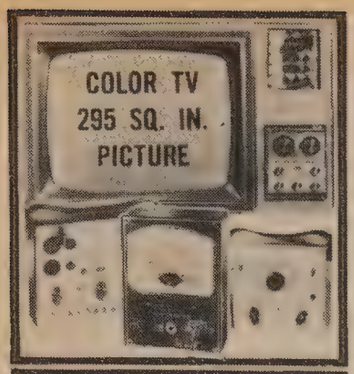
Boxcar arrived at the wreck in the sand-cut. For a minute he had worried about the highway, but he'd stepped his headlight to full and rolled her over slowly but without stopping. And when he was over, he'd passed the bunch in oilers and blue jeans at the wrecked pilot of Number 8 and set the crane across from 'em without clanking a drawbar.

Superintendent Van Boren was down from 16, and was he mad and fussing!

"Give her both hooks!" he stormed at the wreck crew, not looking at the Claytons, father and son. "Get Number 8 rolling or else! There's mail behind, and time-freights, and who knows what else that should have cleared three hours ago."

And then the plump, half-bald brass collar faded from the night spots at the pilot and swung into Boxcars' cab. There was no kindness in him now.

"I bust my neck giving you a chance," he growled, "and this is what you do! What in hell's the idea of riding onto a wreck without blowing a



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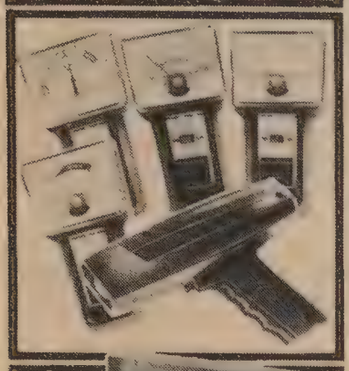

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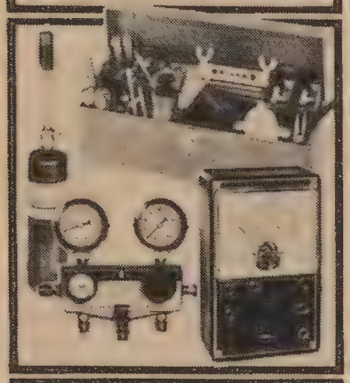

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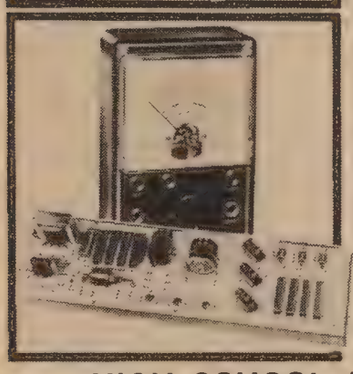

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whistle?"

"I blew," said Boxcar happily. It was what he wanted, see? It was just what he'd been hoping Van would say.

"Says you!"

"Yes, says me, Mr. Van Boren. Norton's crossing is blind"

Van Boren's eyes steadied. His jaws set hard. "I'm no fool, kid," he said harshly. "Get your string into the siding. Clear the east and west and let's make this a railroad again."

"I'll meet you at the highway," Boxcar yelled. "You want there, Mr. Van Boren. And, listen, don't let any traffic over the grade. Hold 'em, please! I don't want to prove this the nasty way."

So Jim Clayton, Jr. went into the siding behind Norton's coal pocket. He was thinking of his old man, forty years on the C&M, rolling into Pendleton with a black mark against him. He wished Dad could be with him now, to see what he and Mr. Van Boren would see. This time Boxcar knew he was right. Knew he was right the minute Van Boren raised hell about the whistling.

Van stood in the glare of a fish-truck headlight, holding it idling on the highway. The driver, in fisherman's sea boots and a skipper's cap, was getting angrier by the minute.

"You're wasting time, young fellow," the super warned. "You got a truck driver here ready to crown you. What's it all about?"

"Wait!" said Boxcar. "Just wait!"

Norton's block was open now. The tower showed two greens off in the murk and Jim was figuring that some of that stalled stuff out on the dunes would start moving. He strained his ears, trying to get the whoop of a four-chime or the click of rail music. But the darkness all around was silent as a graveyard. Mr. Van Boren looked nervously at his watch, estimating the time to run that open block.

"There's one due in two minutes," said Boxcar. "She'll be making up some seconds. Stand back, please!"

Two minutes dragged by, an eternity to the young engineer. There wasn't a sound off in the eastern murk where that time freight must be highballing into Norton's.

IT WAS funny about that time freight. It was funny only because the superintendent of the Central Division of the C&M was holding that truck. They didn't hear her until the earth trembled and her headlight exploded in their faces. Living steel crashed by them, chased by two red globes that metled into the fog like matches being extinguished.

"He skipped his whistle-blowing," Van Boren shouted.

"He didn't," Boxcar yelled back. "Don't you see now—fog? Norton's is blind in a fog!"

"The hell you say—"

His weather-creased face was firm.

"The kid's right, mister," he said. "Out to sea we know that fog plays the devil with sound. Not a foghorn I know of ain't got blind spots all around her when this stuff comes a-rolling out of the east."

Van Boren slowly straightened up. And then suddenly he was the division boss again.

"I need a phone," he called out. "I'll get the state police with flares, and a section crew out of Pendleton. You, Boxcar, start flagging them!"

As he swung into action, the tangle began to unsnarl. Boxcar watched the highway. He held up the fish trucks and the late automobiles coming from the dances; and when he was almost dead on his feet, Mr. Van Boren shoved him into a company car and drove him down to Pendleton.

It was a long ride with neither of them saying a thing. Boxcar sat dog tired with eyes straight ahead. He wondered what Van Boren was thinking and what he would do tonight.

"I been thinking, kid," said the brass collar, "that night you hit the truck. It was foggy, wasn't it—just like this?"

"Yes," replied Boxcar, with a light in his eyes. "Just like this."

Van didn't say anything for a long time, not until they were rolling into the outsikrts of Pendleton.

"Tell your father," he said slowly then, "that James Clayton, Jr., is staying on the right-hand side. Tell him he can quit now if he really wants to. . . . Shall I drop you off at your house?"

"No, thanks," Boxcar said. "Drop me at Clark's place."

"Okay," said Van. "Bill will be glad to know that you are being kept at the throttle."

But his companion didn't reply. Bill Clark might hear the news before morning. That is, he might if he listened in on what Boxcar was going to tell his pretty carrot-topped daughter Evelyn in about three minutes. ●

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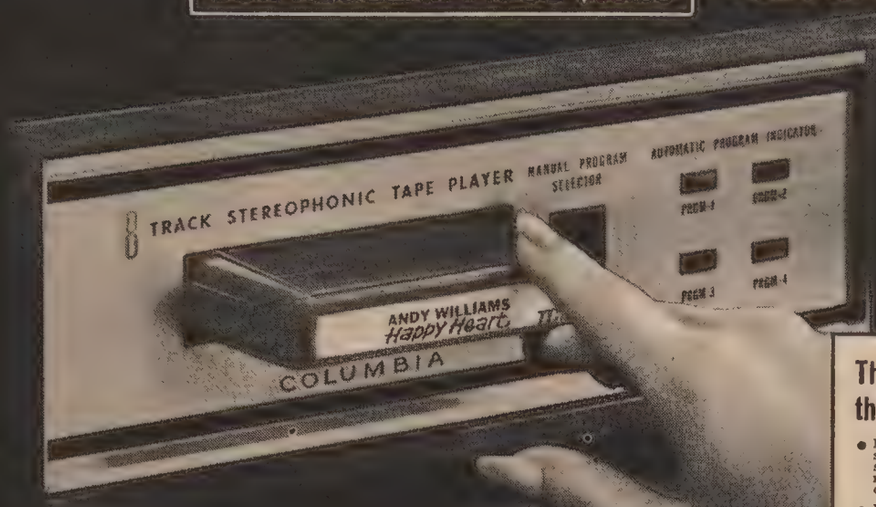

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Upon enrollment, the Service will open a charge account in your name. You pay for your cartridges only after you've received them and played them. They will be mailed and billed to you at the regular Service price of $6.98 (Classical and special cartridges somewhat higher), plus a small mailing and handling charge.

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My main musical interest is (check one box only):

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As a member of the Service, my only obligation is to purchase as few as six additional cartridges during the coming year at the regular Service price, and I may cancel my membership at any time thereafter. If I continue, I am to receive an 8-track cartridge of my choice FREE for every two additional selections I purchase.

Name.....
(Please print) First Name Initial Last Name

Address.....

City.....State.....Zip.....

If you wish to charge the cost of the Player and your first three cartridges, plus mailing and handling, to your credit card, check one and fill in your account number below:

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☐ Diners Club ☐ Master Charge
☐ American Express ☐ Midwest Bank Card

Account Number.....

Signature.....

280-8/5K

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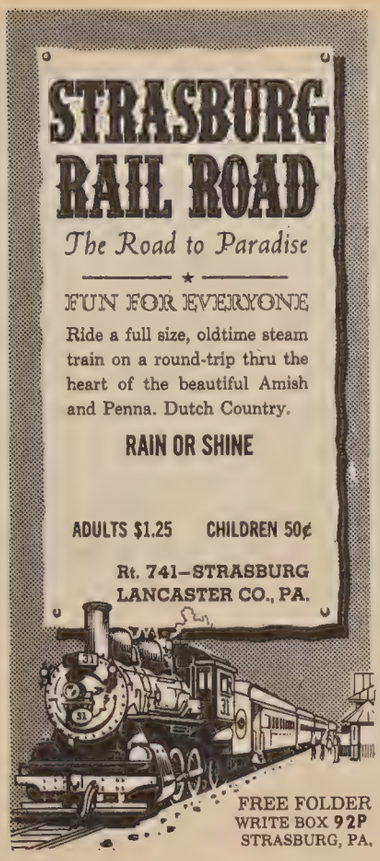
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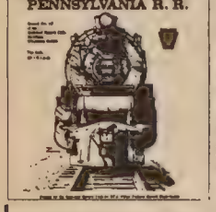

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North Carolina Shortlines

Locomotive Roster Compiled by Sy Reich

Aberdeen & Rockfish Railroad

Railroad Class	Road Number	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
—	200	1500	GM-EMD	F3A	B-B	55,900	223,590	1947	1
—	201	1500	GM-EMD	F3A	B-B	57,500	230,000	1948	2
—	205	1500	GM-EMD	GP7	B-B	60,000	239,785	1951	
—	300	1800	GM-EMD	GP18	B-B	60,000	240,000	1963	1
—	400	2000	GM-EMD	GP38	B-B	?	?	1968	

Alexander Railroad

—	1	300	GE	45-ton	B-B	27,000	90,000	1942	3
—	2	400	GE	44-ton	B-B	22,000	88,000	1946	
—	3	400	GE	44-ton	B-B	22,000	88,000	1951	4

Atlantic & East Carolina Railway

—	400-401	1350	GM-EMD	F2A	B-B	60,950	243,800	1946	5
—	402	400	GE	44-ton	B-B	22,000	88,000	1942	6
—	403	400	GE	44-ton	B-B	22,000	88,000	1942	5,10
—	404	600	GM-EMD	SW1	B-B	48,620	194,520	1947	7
—	405	1000	Alco-GE	RS-1	B-B	58,260	233,040	1951	8
—	406	1500	GM-EMD	GP7	B-B	59,070	236,280	1951	9
—	8	400	GE	44-ton	B-B	26,700	88,000	?	11

Atlantic & Western Railway

—	100	600	GE	70-ton	B-B	41,300	140,000	1950	
—	101	500	Porter	80-ton	B-B	48,000	160,000	1945	12

Beaufort & Morehead Railroad

—	8	300	GE	50-ton	B-B	25,000	100,000	1941	13
—	45	300	GE	45-ton	B-B	27,000	90,600	1952	14
—	65	300	Whitcomb	65-ton	B-B	39,000	130,000	1944	15
—	85	400	Whitcomb	85-ton	B-B	51,000	170,000	1944	16

Camp Lejeune Railroad

Owns no locomotives. Southern Railway uses its lines.

Cape Fear Railways

—	8676, 8679	1000	Alco-GE	?	C-C	78,870	262,900	1945	17

Carolina & Northwestern Railway

—	1-4	1500	Alco-GE	RS-2	B-B	56,600	226,300	1948	18
—	5-8	1600	Alco-GE	RS-3	B-B	59,230	236,900	1950	18
—	9	1600	Alco-GE	RS-3	B-B	61,690	246,760	1950	18
—	10	1600	Alco-GE	RS-3	B-B	61,025	244,100	1953	
—	11	1800	Alco Pr.	RS-11	B-B	60,700	242,800	1956	
—	2253, 2257-2258	1000	GM-EMD	NW2	B-B	61,000	243,990	1947	19
—	2266, 2272	1000	GM-EMD	NW2	B-B	60,790	354,270	1948	19
—	4394	1500	GM-EMD	F7B	B-B	60,490	241,950	1949	20
—	4395	1500	GM-EMD	F7B	B-B	60,830	243,340	1949	20

Cliffside Railroad

—	10	235	GE	35-ton	B	21,000	71,000	1955	21
—	20	380	GE	44-ton	B-B	26,700	88,000	1949	22

Clinchfield Railroad

—	200	1500	GM-EMD	FP7A	B-B	60,510	242,730	1952	
—	350-355	1200	GM-EMD	SW7	B-B	61,067	244,268	1950	
—	800-805	1500	GM-EMD	F3A	B-B	60,130	240,530	1948-9	23
—	806-814	1500	GM-EMD	F7A	B-B	60,130	240,530	1951	23
—	815-820	1500	GM-EMD	F7A	B-B	60,130	240,530	1952	
—	821	1500	GM-EMD	F7A	B-B	59,500	238,000	1949	24
—	822	1500	GM-EMD	F7A	B-B	59,500	238,000	1950	24
—	823	1500	GM-EMD	F7A	B-B	57,500	230,000	1951	25
—	850-852	1500	GM-EMD	F3B	B-B	60,280	250,740	1948-9	26
—	853	1500	GM-EMD	F7B	B-B	60,180	240,730	1949	
—	854-860	1500	GM-EMD	F7B	B-B	60,180	240,730	1951	
—	861-863	1500	GM-EMD	F7B	B-B	60,180	240,730	1952	
—	864-868	1750	GM-EMD	F9B	B-B	60,180	240,730	1955	
—	869	1500	GM-EMD	F7B	B-B	61,250	245,000	1950	27
—	900-911	1500	GM-EMD	GP7	B-B	60,345	241,379	1950	
—	912-916	1500	GM-EMD	GP7	B-B	60,345	241,379	1952	29
—	917-918	1750	GM-EMD	GP9	B-B	60,345	241,379	1956	
—	919	1500	GM-EMD	GP7	B-B	62,075	248,300	1950	28
—	2000-2009	2000	GM-EMD	GP38	B-B	?	?	1967	
—	3000-3007	3000	GM-EMD	SD40	C-C	?	?	1966	
—	3008	3000	GM-EMD	SD40	C-C	?	?	1968	29

Durham & Southern Railway

—	362	1500	BW	DRS 4-4-1500	B-B	63,250	253,000	1947	30
—	363-365	1500	BW	DRS 6-4-1500	A1A-A1A	63,250	253,000	1947-8	31
—	500	500	Porter	80-ton	B-B	48,000	160,000	1945	12
—	1200-1202	1200	BLHW	RS-12	B-B	56,000	224,000	1954	

Goldsboro Union Station (Owns no locomotives)

Graham County Railroad

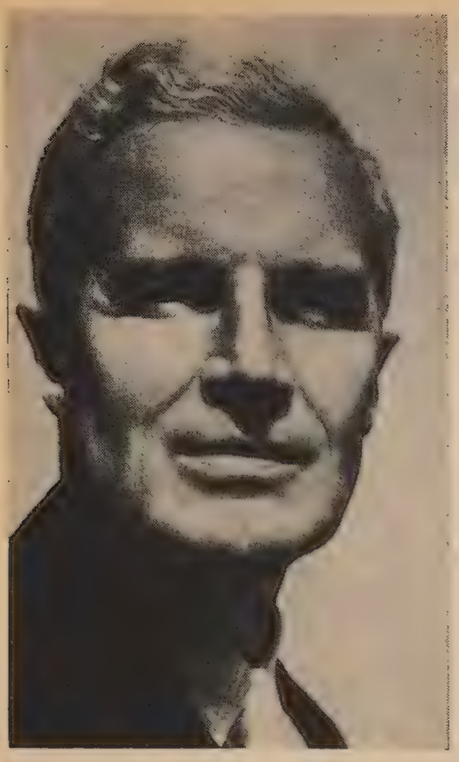
—	1925	—	Lima	Shay	3 T	51,400	171,400	1925	
—	1926	—	Lima	Shay	3 T	51,000	171,000	1926	32

High Point, Thomasville & Denton Railroad

—	101	400	GE	44-ton	B-B	26,700	88,000	1944	33
—	201-203	600	GE	70-ton	B-B	41,700	137,600	1947	34

Laurinburg & Southern Railroad

—	100	400	GE	44-ton	B-B	26,700	88,000	1946	35
—	101	600	GE	70-ton	B-B	41,300	139,000	1947	
—	102	400	GE	44-ton	B-B	26,700	88,000	1943	6
—	103	600	GE	70-ton	B-B	41,300	139,000	1951	
—	104	600	GE	70-ton	B-B	41,300	139,000	1950	36
—	105	600	GE	70-ton	B-B	41,300	139,000	1948	37



I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be — today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

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Norfolk, Franklin & Danville Railroad

—	1	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	38
—	2	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	38
—	101-106	1500	Alco-GE	RS-2	B-B	?	?	1949	39
—	107	1600	Alco-GE	RS-3	B-B	?	?	1951	39
—	201-204	1800	Alco Pr.	RS-11	B-B	61,200	245,800	1956	40

Piedmont & Northern Railway

—	1000-1005	1000	Alco-GE	S4	B-B	69,000	230,000	1953	
—	1600-1601	1600	Alco-GE	RS-3	B-B	61,300	245,200	1950	41
—	1602-1605	1600	Alco-GE	RS-3	B-B	61,300	245,200	1950	41
—	1606-1609	1600	Alco-GE	RS-3	B-B	61,300	245,200	1951	41
—	2000-2001	2000	Alco Pr.	DL-721A	B-B	?	?	1965	

Rockingham Railroad (Owns no locomotives)

State University Railroad (Owns no locomotives)

Warrenton Railroad

—	5	300	Whitcomb	45DE-27b	B-B	27,500	90,000	1942	42

Winston-Salem Southbound Railway

—	1501-1502	1750	GM-EMD	GP9	B-B	61,250	245,000	1957	43
	1503-1504	1750	GM-EMD	GP9	B-B	61,250	245,000	1957	44

Winston-Salem Terminal (Owns no locomotives)

Yancy Railroad

DE-2	1	300	GE	44-ton	B-B	22,000	88,000	1955	
DE-2	2	300	GE	50-ton	B-B	22,300	100,000	1941	45

North Carolina Roster Notes

Roster is based on data from the Alexander's sec.-treas. A&R's vice pres.; RF&P's chief mechanical officer; GM-EMD's service department; A&W's president; CF's gen. mgr.; GUS's president; Superior Stone; L&S's gen. mgr.; N&W's president; P&N's supt.; SOU's asst. vice pres.; SA's president; HPT&D's vice pres. and gen. mgr.; David J. Joseph's secretary; D&S's vice pres. and gen. mgr.; A&LM's president; St. Louis Car's vice pres. sales and service, and is accurate as of first quarter, 1969.

(1) A&R 200 traded to GM-EMD for A&R 300 and scrapped.

(2) A&R 201 sold to Richmond, Fredericksburg & Potomac (11/52), renumbered 1111; then retired (12/31/63); sold for scrap to David J. Joseph Co.

(3) Alexander 1 was purchased from U.S. Govt., then sold to an unknown purchaser.

(4) Alexander 3 was originally Hampton & Branchville 42, then Alexander 3 (1961).

(5) A&EC 400-401, 403 are no longer on the roster.

(6) A&EC 402 was originally U.S. Govt. 7088, then Laurinburg & Southern 102 (1947), then A&EC 6 (1950), then A&EC 402.

(7) A&EC 404 was originally A&EC 9, then A&EC 404.

(8) A&EC 405 was originally A&EC 500, then A&EC 405. Purchased by Atlantic & North Carolina and leased to A&EC.

(9) A&EC 406 was originally A&EC 501, then A&EC 406. Purchased by A&NC and leased to A&EC.

(10) A&EC 403 was originally A&EC 7, then A&EC 403.

(11) A&EC 8 was sold before A&EC became a Southern subsidiary.

(12) A&W 101 was originally U.S. Navy 65-00141, then Durham & Southern 500 (10/62), then A&W 101.

(13) B&M 8 was originally Naval Ammunitions Depot 2, then USN 65-00405, then B&M 8.

(14) B&M 45 was sold to Birmingham Rail & Locomotive, then to St. Louis Car Co. (7/12/62), renumbered 57-6.

(15) B&M 65 was originally U.S. Army 8400, then Franklin & Carolina ? (11/46), then B&M 65 (8/58).

(16) B&M 85 was originally USN ?, then B&M 85 (2/62).

(17) CF 8676, 8679 are USA design, probably leased from Army.

(18) C&NW 1-9 no longer on roster.

(19) C&NW 2253, 2257-2258, 2266, 2272 were originally SOU 2253, 2257-2258, 2266, 2272, then C&NW 2253, 2257-2258, 2266, 2272.

(20) C&NW 4394-4395 were originally SOU 4394-4395, then C&NW 4394-4395.

(21) Cliffside 10 was originally Old Ben Coal Co. ?, then Cliffside 10 (1962).

(22) Cliffside 20 was originally Pennsylvania RR 9313, then Cliffside 20 (1963).

(23) Clinchfield 805-806 were rebuilt to F9A with 1750 hp.

(24) Clinchfield 821-822 were originally Nashville, Chattanooga & St. Louis 814, 822; then Louisville & Nashville 1814, 1822; then Clinchfield 821-822.

(25) Clinchfield 823 was originally L&N 914, then Clinchfield 823.

(26) Clinchfield 850-852 were rebuilt to F7A (1952).

(27) Clinchfield 869 was originally NC&SL 918, then L&N 1918, then Clinchfield 869.

(28) Clinchfield 919 was originally NC&SL 753, then L&N 1753, then Clinchfield 919.

(29) Clinchfield 916 was traded to GM-EMD for Clinchfield 3008.

(30) D&S 362 was originally Minneapolis, St. Paul & Sault Ste. Marie 362, then SOO 362, then Birmingham Rail & Locomotive 362, then D&S 362 (1962).

(31) D&S 363-365 were originally Norfolk Southern 1504, 1507-1508, then D&S 363 (4/13/65) and 364-365 (1/7/66). These engines have been converted to B-B wheel arrangement.

(32) GC 1926 was originally Tallassee Power ?, then GC 1926 (1940).

(33) HPT&D 101 was sold to Exporting & Importing Co., then to Pacific Portland Cement Co. (1948).

(34) HPT&D 201 is held for sale. HPT&D 202 was sold to Laurinburg & Southern, renumbered 105 (10/28/68). HPT&D 203 was sold to Superior Stone (10/24/68).

(35) L&S 100 was sold to Monroe Sand & Gravel, renumbered 100 (1951); then sold to Arkansas & Louisiana Missouri, renumbered 34.

(36) L&S 104 was originally Lancaster & Chester 62, then L&S 104.

(37) L&S 105 was originally HPT&D 202, then L&S 105 (10/28/68).

(38) NF&D 1-2, 101-107 were originally Atlantic & Danville 1-2, 101-107, then NF&D 1-2, 101-107.

(39) NF&D 101-107 were traded to builders for new Norfolk & Western power.

(40) NF&D 201-204 were originally New York Chicago & St. Louis 558, 560-562; then N&W 2558, 2560-2562; then NF&D 201-204.

(41) P&N 1600-1609 were originally P&N 100-109, then P&N 1600-1609.

(42) Warrenton 5 was originally Southeastern Shipbuilding ?, then Warrenton 5.

(43) WSSB 1501-1502 were renumbered N&W 766-767. They are owned by N&W and leased to WSSB.

(44) WSSB 1503-1504 are leased to WSSB by Atlantic Coast Line.

(45) Yancy 2 was originally USN 27, then USN 65-00098, then Yancy 2.

Blasting Eastbound up Sharon Hill, Pa., this typically Baltimore and Ohio 2-8-2 No. 4444, works hard on a freight back in 1940.

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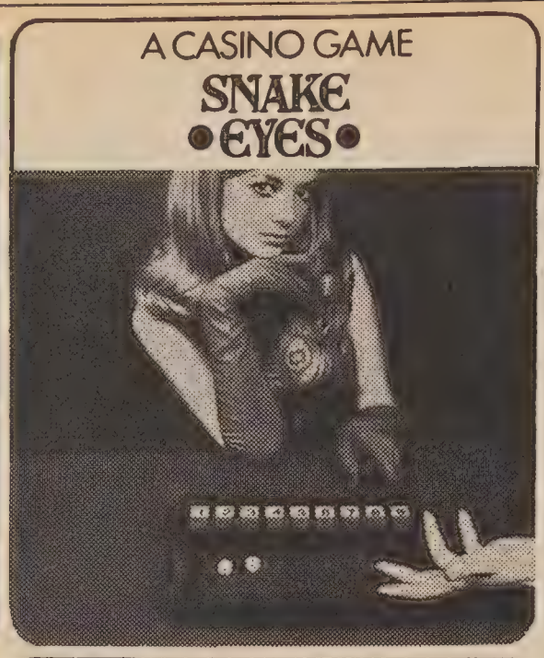

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THE FLYING SCOTSMAN steam locomotive and 8 cars are coming this month from Britain to tour eastern U.S.A. by railfan Alan Pegler, a British millionaire, this 1922 Gresley-designed A3 Pacific is running under steam from Boston to Houston with passenger cars carrying promotions for British industry. In order that as many fans as possible come out to see this historic event, we are publishing its schedule:

Oct. 8 . . . Wed. Opens Boston. Press reception 10 a.m. to 12 noon for Buyers.
Oct. 9-11 . . . Thur.-Sat. Filenes in store promotion.
Oct. 12 . . . Sun. runs 111 miles to Hartford, Conn. (Water).
Oct. 13 . . . Mon. Hartford.
Oct. 14 . . . Tues. runs 109 miles to New York, with afternoon press reception.
Oct. 15-18 . . . Wed.-Sat. New York. (Water on Sat.).
Oct. 19 . . . Sun. Runs 90 miles to Philadelphia.
Oct. 20-22 . . . Mon.-Wed. Strawbridge & Clothier's British Week. (Water and coal taken Wed.).
Oct. 23 . . . Thur. Leave p.m. for Baltimore, 95 miles.
Oct. 24 . . . Fri. Baltimore. Hutzler Bros. in store promotion.
Oct. 25 . . . Sat. Lv. Baltimore early a.m. for Washington. (Coal and water). Press reception.
Oct. 26-27 . . . Sun-Mon. Woodward & Lothrop's British Week.
Oct. 28 . . . Tues. Leave early a.m. for Salisbury, 333 miles. (Coal and water. Also stops Munroe and Lynchburg for water.)
Oct. 29 . . . Wed. On to Gainesville, Ga., 241 miles, with water stop enroute.
Oct. 30 . . . Thurs. runs 53 miles to Atlanta for 10 a.m. press reception.
Oct. 31-Nov. 1 . . . Fri.-Sat. Atlanta. Rich's Inc., in store promotion.
Nov. 2 . . . Sun. Lv. 8:30 a.m. for Birmingham.
Nov. 3 . . . Lv. for Vicksburg (292 miles), stopping at Meridian for coal and water.
Nov. 4 . . . Tues. Lv. for Shreveport, 173 miles. (Coal and water). Then on to Tyler or Mineola for overnight, 82 miles.
Nov. 5 . . . Wed. Arrive Dallas approx. 10 a.m. Press and buyers reception.
Nov. 6-8 . . . Thurs.-Sat. Dallas. Sanger-Harris in store promotion.
Nov. 9 . . . Sun. Lv. for Bryan, 150 miles, overnight.
Nov. 10 . . . Mon. Arrive Houston approx. 10:30 a.m.
Nov. 11-13 . . . Tues.-Thur. Houston. Foley's British Week.
(Note: These dates are subject to slight change.)

Still on the subject of British steam, several outstanding movies are available from Hart Industries, P.O. Box 452, Birmingham, Mich. 48012. *Giants of Steam,* Parts I and II, is an outstanding b&w documentary of steam traction from the earliest beginnings up to the final days. Some spectacular parallel racing scenes of steam, as only a big professional movie company can do them, are alone worth the price of $6.89 for standard 8mm and $6.99 for super 8mm per reel. Hart also has a two-part *Farewell to Steam,* at the same prices, featuring name trains of the past from rare collector's film libraries. *The Coronation Scot* doing 114 mph is among the highlights. Alan Pegler's *Flying Scotsman* is available on another film. Modern scenes at speed and trackside are well done and recommended, especially in the color issue. Catalog on these and other steam films is available.

The last items from the collection of the late Ted Gay, a renowned steam photographer, are being handled by Henry Peterson, 61 W. Raylwine Rd., Millington, N.J. 07946, reports Mrs. Gay. She says, "Ted and I had a happy and wonderful life together. I always shared his hobby and taking train trips."

Ken Peters tells us that the New Jersey & New York, listed in our July shortlines roster, no longer exists. When the Erie Lackawanna was bought by Norfolk & Western's subsidiary Dereco, the NJ & NY was merged into the EL and is now called the New Jersey & New York Branch.

Delaware & Hudson 1928 tie-dated nails, each cleaned and expertly chromed, are available for $2 from Tony Reznak, Jr., 120 Edison St., Wilkes-Barre, Pa. 180702.

A new railroad society is being formed for all persons interested in northwestern Pacific and northern California lines to collect and preserve material on them. Contact Scott Schiechl, 39915 Mission St., San Francisco, Calif. 94112.

***Flying Scotsman* is touring the U.S. this month from England.**

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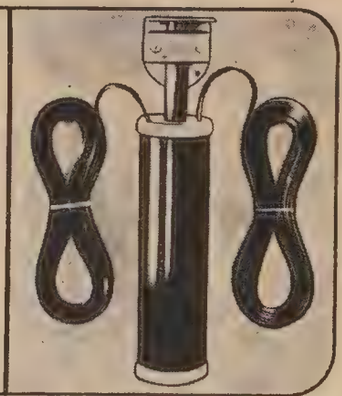

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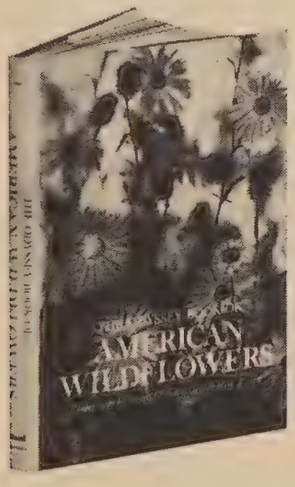

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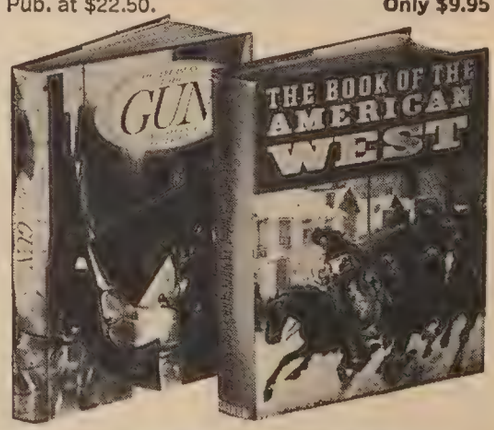

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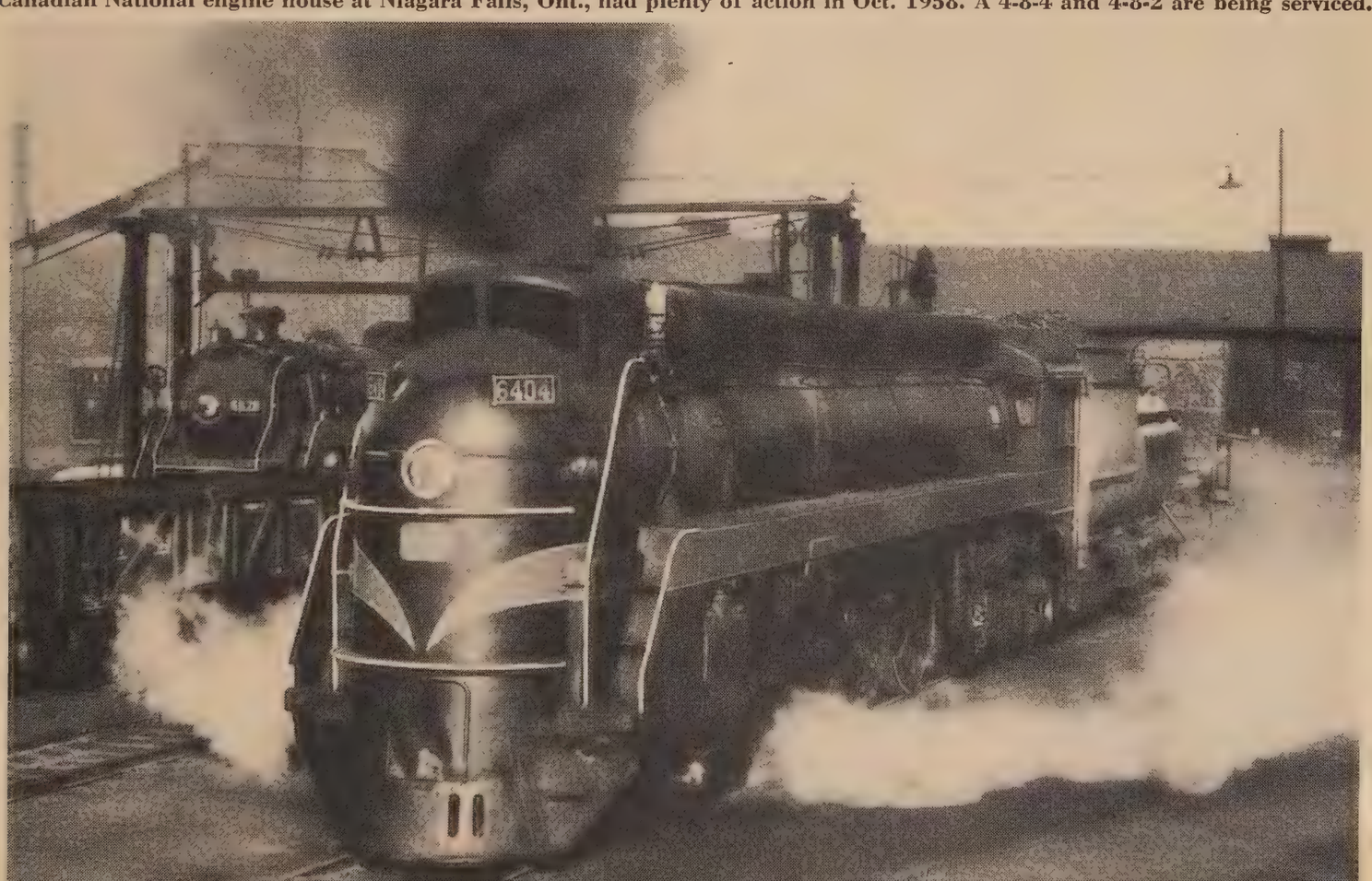

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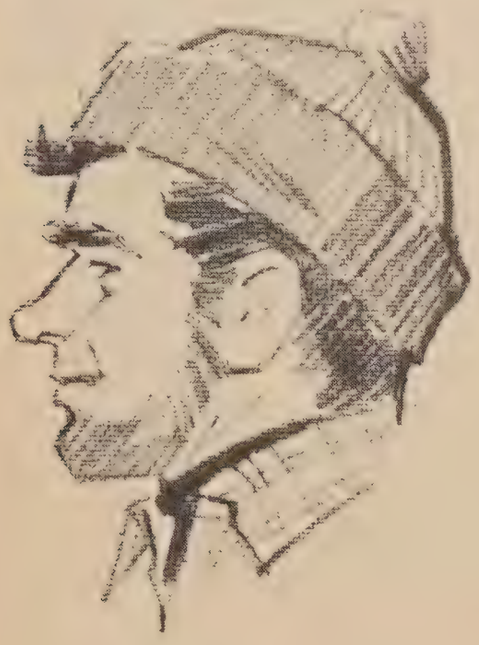

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BOOKS OF THE RAILS

THE RAILROAD SCENE, by William D. Middleton, 144 pages, 8¾x11¼, profusely illustrated, hard cover, fine coated paper, Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $8.95.

Bill Middleton has long been a contributor to *Railroad Magazine* and other publications, and has earned a reputation for taking creative (rather than standard or traditional) locomotive action shots. This book is the best of his distinctive and personal approach from his rail travels from the late 1940's to the present day. His photographic album is a recording of the total *Railroad Scene*—of locomotives and trains, of railroad people and places, from coast to coast and north of the border. He covers the most exciting change-over in railroading, namely the switch from steam to diesel, and the wholesale slaughter of the iron horse. Not neglected are electrics and trolleys, and the people who ran and rode and operated them. If you are looking for stock ¾ train views, this is not the book for you, but if you want fine photography from a fresh viewpoint, we think you will like this one. (In the near future, Bill will be included in our series of *Interesting Railfans.*)

PAN AMERICAN HIGHWAY GUIDE, edited by Ernst A. Jahn, Compsco Publishing Co., 663 Fifth Ave., New York, N.Y. 10022, 144 pages, soft cover, 6¾x10", illustrated with maps and charts, $4.95.

We usually wouldn't review a book devoted mainly to auto routes of Mexico, Central America, and South America, but this one has railroad schedules for major lines in each country, plus ship schedules, climate charts and exchange rates and measures. This is a needed directory for anyone touring those countries, regardless of which form of transportation he takes.

THE TRACK GOING BACK, by Everett L. DeGolyer, Jr., 206 pages, soft cover 8x8", photo album with captions, Amon Carter Museum, Fort Worth, Tex. $4.95.

Historical coverage of the Western railroad scene, from its construction to its recent days of abolished passenger trains, with 103 outstanding examples of documentary photographs reproduced on fine paper, although the printing is a little flat. Special evidence of picture selectivity and thought make this work desired by a sophisticated audience interested in fine railroad scenes, not just engines and trains.

INTEGRAL TRAIN SYSTEMS, by John G. Kneiling, 6¼x9¼", hard cover on coated stock, no photographs, but diagrams and charts, Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, Wis., 53233; $18.95.

Dealing with integral train technology, which is probably unfamiliar to most readers, this book is divided into four parts: Concepts, Technology, Money, and Commercial Exploitation. The author is a consulting engineer. His topics are organized in outline form and make for easy locating subjects for information on the business side of the railroad industry.

THE BEST FRIEND, by G. Walton Williams, illustrated by John Kollock, 5x7½", hard covers, good paper, Norman S. Berg, publisher, Sellanraa Dunwoody, Ga., $3.50.

Historical facts are combined with delightfully happy drawings of the story around the *Best Friend of Charleston*, a steam locomotive built in 1830 for a new railroad between Charlestown, S.C., and Augusta. It is primariy aimed at children, but there is charm for adults as well.

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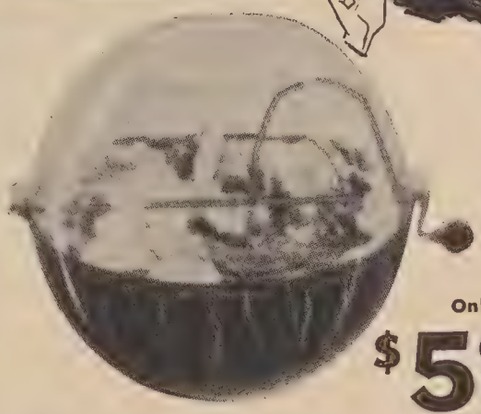

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F.S. ADDIS, 2336 Albert St., Alexandria, La. 71301, wants pic of N&W 0-8-0 No. 244.

LES ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 3½x5, 5x7 pix LV, RDG, CNJ, L&NE, DL&W, etc., steam diesels, stations, cars, trolleys. (SSE)

T. ARBOGAST, 425 E. Park Ave., Fairmont, W. Va. 26554, buys pix, negs., slides B&O, WM, and D&RGW n.g. steam.

C.V. BELLS, Jr., 709 E. 10th St., Bend, Ore. 97701, buys pix and negs. Arcata & Mad River.

LARRY BRUNO, 1404 54th St., Kenosha, Wis. 53140, buys or trades for SOO dining-car supplies.

GERRY BURRIDGE, Box 152R, Pte. Claire, Dorval 700, Que., Canada, buys negs. QC, C&GT, R&S and Canadian annual passes. Sells pix, slides steam, diesel, elec.

EARL CAPPON, 3838 Elwood, Grandville, Mich. 49418, buys 35mm slides CN, CP, G40's, DL-630's, DL-636's.

BILL CARRUTHERS, 58 Princeway Dr., Scarboro, Ont., Canada, will sell collection of Railroad Magazine, Trains, Mdl. RRer; also U.S. and Canadian steam negs., sizes 620, 616. List 25¢.

JOHN CAVANAUGH, 56 Hitchcock St., Holyoke, Mass. 01040, sells rr. uniform buttons, some complete sets.

JIM CHAMBERS, 126 Forest St., Reading, Mass. 01867, will sell used 16mm color and sound print "Wheels A-Rolling." (SSE)

ED COMPLON, 5 King Arthur's Court, St. James, N.Y. 11780, sells PRR, LIRR marker lts., hand lanterns, etc. (SSE)

CHAS. CONNIFF, 534 Witsell Rd., Jackson, Miss. 39206, sells sizes 620, 616 negs. diesels, psgr. cars, cabooses. (SSE)

C.F. COOK, 4598 E. Oakwood Dr., Des Moines, Iowa 50317, sells size 116 negs. heavy steam. (SSE)

GLEN CULLEY, 310 Blackstone Ave., Willow Spring, Ill. 60480, will buy Beebe Clegg's "When Beauty Rode the Rails."

RAY DESCHENES, 903 Mohawk Rd., E. Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP; list 30¢. Buys, sells CN, CP, TH&B steam negs.

T.W. DIXON, Box 417, Alderson, W. Va. 24910, will sell 1917 rr. map of W. Va.

MARK DOBRONSKI, 3 Branford Ln., Dearborn, Mich., trades emp. tts., forms, rulebks., etc. (SSE)

J. DURCE, 5153 Rockland Ave., Los Angeles, Calif. 90041, has many steam books to sell by auction. (SSE)

MIKE EAGLESON, 286 Washington St., Glen Ridge, N.J. 07028, has large list of rare Beebe books, Off. Guides, steam parts, negs, rulebks, EL emp. tts., 5x7 Speed Graphic, old issues Railroad Magazine. Erie passes, bound Lionel cats. '31-42.

LARRY EASTWOOD, Box 41, Huntingdon Valley, Pa. 19006, buys or trades for orig. 35mm color slides ACL, SCL, FEC motive power, psgr. equip.

CHAS. EVANS, 7230 Interlaaken, Tacoma, Wash. 98499, sells railroadiana; list 10¢.

LARRY FERGUSON, 72243, Box 788, Mansfield, Ohio 44901, trades EL info. and rosters. Wants Railroad Magazine 6-7/34, 11-12/48, 12/53, 10/57, 2/61, 1/62, 4/62.

BILL GALETTA, 512 Florida Rd., Perth Amboy, N.J. 08861, sells LV bills of lading 1916-'20, LV papers. Buys LV emp. tts.

BOB GARASHA, 4102 Argyle St., Chicago, Ill. 60630, buys pix Ludington & Northern.

JOHN GARDNER, 138 Naltack Dr., Maple Shade, N.J. 08052, will sell 140 issues Ry. Age. Sells railroadiana. (SSE)

JOE GEIGER, 111 W. 27 St., Northampton, Pa. 18007, buys back publications of LV Chapt. NRHS.

BOB GERSTLEY, 153 Pleasant St., South Weymouth, Mass. 02190, will sell "Steam's Finest Hours," mint cond.

BOB GIBSON, 605 E. State St., Princeton, Ind. 47570, will buy 6/33, 9/50, 12/62, 5/68 issues Railroad Magazine.

LIL GOODMAN, P.O. Box 17165, Chicago, Ill. 60617, sells marked dining-car silverware from many roads; free list.

M. GRUNDBICHLER, 805 Marla Dr., Point Pleasant, N.J. 08742, sells current PRR, CNJ train orders. (SSE)

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee, Wis. 53207, will buy steam loco whistle, good cond.

JOHN HILTON, 4010 Highview, Silver Spring, Md. 20906, thanks MO fan who sent Union Elec. info. but forgot to sign his card.

HILLARD HOTTEWAY, 702 Ashland, Corpus Christi, Texas 78412, buys railroadiana, esp. MKT, SLSF.

AL HUDSON, 617 Sundale Dr., Birmingham, Ala. 35235, will sell annual pass collec. 1911-'17 IC, SLSF, CG, SOU, M&O, Pullman, N. Ala. (SE)

Mrs. WILMER JACOBS, Box 283, Shanon, Ill., has few old steam picture postcards to sell. (SSE)

JOHN KEAVY Jr., Box 214, Fall River, Mass. 02724, sells full-color postcards. List, sample 10¢.

BASIL KOOB, Box 279, Fort Dodge, Iowa 50501, sells negs. FtDDM&S, WCF&N, CCW, SI elecs.; C&NW, IC, NP, SOO steam; slides of CB&Q, BHC, Ia. Term, etc.; no list.

DAVE LEITCH, P.O. Box 38, Masterson, New Zealand, sells pc size pix NZ steam, diesel, elec. locos, 10¢ ea. plus postage. List free.

FRANK LUPPINO Jr., 1445 Sunset Ridge Rd., Glenview, Ill. 60025, buys pix or negs. Utah RR. 2-8-8-0 202, kero. switchmen's lanterns.

KEN MacDONALD, Box 773, Fredericton, N.B., Canada, will swap CP negs. for those of CN's Caribou or Great Slave Lake diesels.

MIKE MAZZACANO, 3739 Landfair Rd., Pasadena, Calif. 91107, buys steam or diesel negs. or pix of ATSF, SP, UP, WP, T&P, D&RGW.

JOE McCARTHY, 19 N. 22nd St., East Orange, N.J. 07017, sells emp. tts. of 1950's, incl. DL&W, Erie, B&O, FEC.

BOB McCULLOUCH, 23 Anthony Rd., Peabody, Mass. 01960, will buy pix, 8mm movies, tts., etc., of BRB&L.

R.E. McMURDO, 755 Main St., Waltham, Mass. 02154, sells trolley rte. maps, rr tts. (SSE)

AL MILLER, 3212 34th Ave., S., Minneapolis, Minn. 55406, buys pix CMSP&P, bipolar elecs. and rr. bridges.

MAX MILLER, Box 195, College Corner, Ohio 45003, has many pc and 3½x5 pix (steam, diesel, stations) to sell on approval. (SSE)

JON NELSON, 9911 W. Broadview Dr., you didn't tell us which city you live in.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will sell PRR telegraph set or trade for brass trimmed brakeman's lantern.

MAYER PEARLMAN, 141-11 78th Rd., Flushing, N.Y. 11367, will buy slides or b&w prints of psgr. trains in Chicago area.

HARRY PETERSON, Box 335, Portland, Maine 04112, will sell back issues Railroad Magazine, Trains. (SSE)

JIM PROKES, 7343 S. Talman St., Chicago, Ill. 60629, buys tts., switch keys, cap badges.

JOYCE QUIGG, Box 107, Sigel, Pa. 15860, will sell Chi. & Erie tkt. dated 12/25/28, fair cond.

PAUL RANDALL, Rte. 1, Sandwich, Ill. 60548, sells hand-painted silk screen pix of Aurora-Elgin elec. cars, stations, also Shay and steam. (SSE)

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, trades rr. postcards, playing cards, china, silverware, pencils, hat badges, coat buttons, ash trays, etc.

JIM REID, 4584 Brentlawn Dr., North Burnaby, B.C., Canada, buys on approval CP or CN action, still steam, diesel pix in B.C., Alta., Sask., Man.

TONY REZNAK Jr., 120 Edison St., Wilkes-Barre, Pa. 18702, sells switch stay chains, tie date nails. (SSE)

BOB RIEBOLD, 434 Caroline Ave., Kirkwood, Mo. 63122, buys or trades playing cards, ash trays, switch keys, other railroadiana, esp. MP, SLSF, WAB.

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells p.c. size U.S. or Canadian diesels. List, sample 20¢.

AL SHER, 137-37 234th St., Laurelton, N.Y. 11422, will buy rr. watch with fob, accurate, good cond.

BOB SMITH, 134 Columbus St., Kent., Ohio 44240, sells rr. lanterns, sw. keys, locks, rulebks.

JIM SPEER, 4705 Billtmore Ave., Chattanooga, Tenn. 37411, will buy N. Jersey Chapt. NRHS marker on NJ & Hudson River trolley.

ELMER STEURNAGEL, 515 Miranda Rd., Pittsburgh, Pa. 15231, trades for PRR Baldwin H6sb, CC2s, Alco L2s bldrs, plates.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, sells new decks of PRR and CRI&P playing cards.

DES STUART, 13 Fairview Ave., Cheltenham 3192, Victoria, Australia, will buy Baldwin whistles.

CARL STURNER, Box 24, Earlton, N.Y. 12058, buys 35mm or larger slides UP 8444 with Centennial train 5/10/69.

J.W. SWANBERG, Taunton Lane, Newton, Conn. 06470, will buy 20th Century Ltd. ash tray and 1912 Off. Guide.

L.G. TUTTLE, Box 558, Myrtle Beach, S.C. 29577, trades pix and postcards of amusement pk. and zoo miniature trains.

G.J. VESELY, 9132 W. Sycamore Dr., Hickory Hills, Ill. 60457, sells 35mm slides, U.S. and foreign; also Alco and EMD bldr. plates. Sample and list 25¢. (SEE)

HELEN VON BLON, Box 6422, BUS Sta., Waco, Texas, will sell Masterson's "Katy," "The Last Frontier," 1966 Car and Loco Bldr. Cyclos., excellent cond.

HOWARD WAYT, Box 441, Bellaire, Texas 77401, buys or trades NOPS, El Paso, Mexican trolley slides for those of D.C., Johnstown, BTC, SFMR, SHRT.

BILL WHITE, 7225 Maple, Overland Park, Kan. 66204, buys SLSF Texas Spcl. and Meteor pix, brochures, menus, tts., etc.

BOB WILSON, 12782 St. James Dr., Mantua, Ohio 44255, trades dispatcher's train sheets.

DOUG WORNOM, 1214 N. LaSalle St., Chicago, Ill, 60610, buys tts., annual passes dated before 1935, also rr books, folders.

DENNIS WOZNICZKA, Box C08896, Lowry AFB, Colo. 80230, buys info. and pix on Monon accident at Monon, Ind. 9/17/51.

DAVID WRIGHT, 1112 Riverroads Lane, Charlotte, N.C. 28211, buys or will trade for info, and pix of NC and SC shortlines.

ED YOUNG, Box 2468, Pikeville, Ky. 41501, buys C&O or CRR diesel or steam pix in his area.

BILL ZIKIAS Jr., 76 Connecticut Ave., Greenwich, Conn. 06830, sells emp. tts., tts., Railroad Magazine, Trains, emp. mags., badges, buttons, NH car locks, etc. List 25¢.

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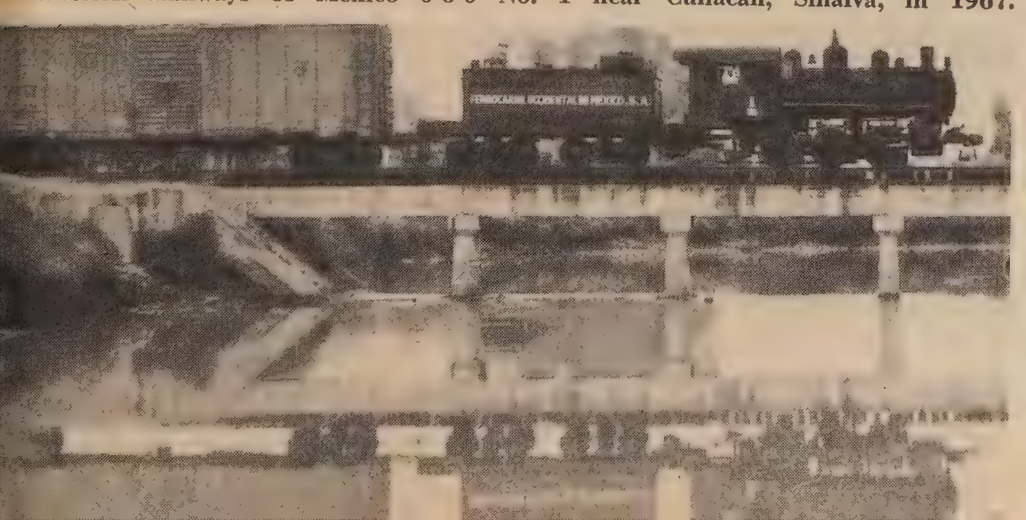
Western Railways of Mexico 0-6-0 No. 1 near Culiacan, Sinalva, in 1967.



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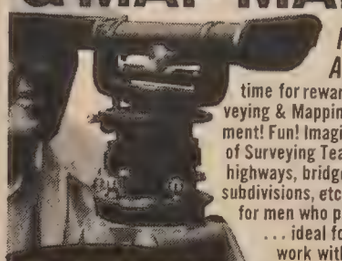

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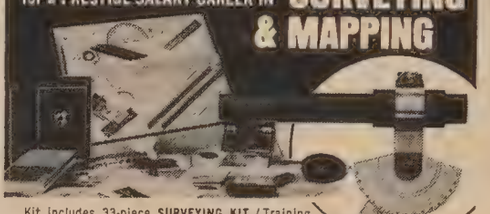

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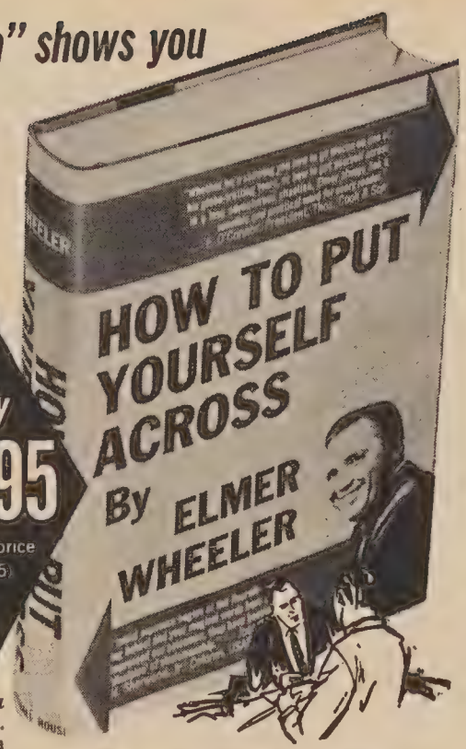

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Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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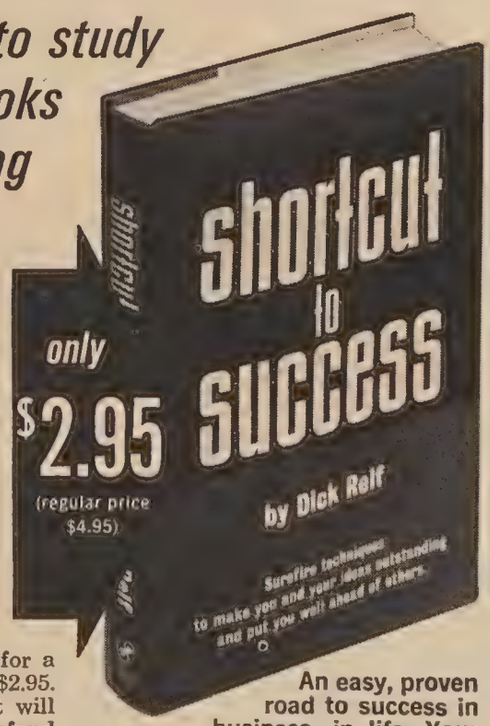
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Pen Pals Wanted

Angela Fratzola (23), 844 Brook St., Scranton, Pa. 18505.

Cheryl Hoyt (16), 629 W. Doddridge St., Kingsville, Texas 78363.

Shirley Schillerberg, 2533 N. Oakland, Apt. 320, Milwaukee, Wis. 53211.

Don Ward, Black Point, Halifax County, Nova Scotia, Canada.

Dee Gilbert, Box 341, Marion, Ind. 46952, wants to hear from N gage model railroaders age 25 or older.

SP4 Ronald Keller, RA16945711, HHB V-Corps Artillery, APO 09175, New York, N.Y.

Mrs. Alma Cook (50), P.O. Box 135, Shelly, Idaho, 83274.

David Wimmer (15), Rte. 1, Box 822, Bluefield, W. Va. 24701.

Mrs. Celia Seilkovski (40), 1187 Broadway, Buffalo, N.Y.

Dorette Bench (15), 62 W. Broadway, Jim Thorpe, Pa. 18229.

Patty Restall (14), 512 S. Grand Ave., Waukesha, Wis. 53186.

Dany Pratt, FN USS Bauer DE 1025, FPO San Francisco, Calif. 96601.

Charles S. Larrabee (16), 3404 Stardust Court, N.E., Albuquerque, N.M. 87110, wants to hear from railfans around his age.

Irene Roble (28), 121-T-To Padilla St., Cebu City, Philippine Islands.

Bernardine Duerkop (16), 3808 Riverview Dr., Eau Claire, Wis. 54701.

Terri Riester (15), 221 S. 17th St., Belleville, Ill. 62221.

Randy Randall, P.O. Box 114, Georgetown, Fla. 32039, likes to hear from railfans any age; answers all mail.

Pearl Cartney (67), 5842 Willow Oak, Houston, Tex. 77018.

Nancy Pulley, 1190 Park Ave., Apt. P, Alameda, Calif. 94501.

Garma L. Garcia (14), 625 Front St., Evanston, Wyo. 82930.

Bob Allison (16), Box 252, Milesburg, Pa. 16853.

Delnetta Holland (14), Rte. 1, Box 23, Laurel, Mont. 59044.

Mickie Plewacki (20), 106 Shepard St., Buffalo, N.Y. 14212.

Barbara Dojka (18), 26 Haller Ave., Buffalo, N.Y. 14211.

Dennis Jay Goplin (21), SN B507488, 3rd Div., U.S.S. Kittyhawk CVA63, FPO San Francisco, Calif. 96601.

Coming Events

Sept. 6: San Francisco Municipal Ry. streetcar trip on all available lines. Lv. Geneva carhouse 10 a.m. Contact Electric Railway Historical Asson. of Southern California, Box 6576, Los Angeles, Calif. 90055.

Sept. 19-21: Veterans of 719th Ry. Operating Battalion reunion in conjunction with Military Veterans convention at Benjamin Franklin Hotel, Philadelphia, Pa. Contact R.E. Runsteen, sec., 12620 W. Dodge Rd., Omaha, Neb. 68154.

Sept. 20: 2-8-4 No. 759 Steam trip, Elizabeth, N.J., to Palmerton, Pa. Contact High Iron Co., Lebanon Station, N.J.

Sept. 28: Red Arrow Lines trolley trip with two different cars to Media, Sharon Hill, and Norristown, Pa. Lv. 69th St. P&W platform 11:15 a.m. Fare before Sept. 15, $4.50, after is $5.50. Contact Phila. Chapter NRHS, 2635 Dagett St., Philadelphia, Pa. 19142.

Oct. 11: Foliage Excursion over 420 miles of B&M from Boston to Rotterdam via Hoosac Tunnel through Berkshires. Sponsored by New England Div., Railroad Enthusiasts, Contact Joseph F. Lajoie, PO Box 3, Methuen, Mass. 08144.

Oct. 11-12: EL rail tour, Lv. Hoboken 9 a.m. for Corning, NY, via old Erie line. Visit Corning Glass Center. Banquet and overnight accommodations at Corning. Sun. go to LA&L steam road, and return Sun. p.m., via Scranton. Coaches, diner, photo stops. May be last excursion on EL. Contact Empire State Ry., P.O. Box 459, Wall St., Station, New York, N.Y. 10005.

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STOP SMOKING FOREVER

Over and over again we hear that tobacco is the cause of 98% of all lung cancer cases. Recent studies show that one out of every four smokers is a potential victim of this dread disease. Yes, tobacco is the most deadly poison developed by our civilization. Aside from lung cancer, cigarettes are the cause of other extremely serious diseases.

There is one chance in 4 that a heavy smoker may be stricken one day by lung cancer.

Tobacco smoke is composed of 84 substances, 5 of which are carcinogenic (cancer causing) and 30 are toxic (poisonous). Every time you draw on a cigarette, cigar or pipe, you are exposed to at least 44 different chemicals and poisons, 23 among the most deadly are: lutidin, rubidin, carbolic acid, formaldehyde, methalymine, acreilin, collidine, viridin, arsenic, formic acid, nicotine, hydrogene, sulphide, pyrrol, furfuroi, benzpyrene, methyl alcohol, prussic acid, corodin, ammonia, methane, carbon monoxide, pyridin. Quite a lungful of deadly poison for just one puff of smoke!

In a recent survey conducted by a leading American Doctor the incidence of coronary diseases (infarction, angina pectorus, etc.) has been found to be 68% higher in smokers than in non-smokers.

So, if you want to stay healthy, you've got to stop smoking. But, be careful! Don't stop smoking all at once. That could be dangerous.

Now, where's this advice coming from? Some cigarette or pipe tobacco advertiser trying to make the best of a bad situation? Of course not!

This is the advice of the Anti-Tobacco Center of America, an organization designed especially to help you rid yourself of your addiction to tobacco.

OBESITY LURKS JUST AROUND THE CORNER

Well, our experience has shown that a "confirmed" or "heavy" smoker should not stop smoking all at once, as this will seriously endanger his health and well being.

For years your body has been accustomed to its regular daily intake of toxic substances such as nicotine, tars, etc., and by now it is adjusted to that situation. Cutting tobacco out overnight will result in a shock to your physiological system accompanied nearly always by psychic disturbances. Which results in an imbalance of the sympatheic nervous system.

The digestive system becomes disturbed; the central nervous system becomes up-set; you become "bad-tempered", you can't be bothered by friends, spouse, children, etc., as the least little irritation will make you fly off the handle.

Life becomes hell for you and everybody around you.

But, that's not all; it has been effectively proven that anyone who attempts to stop smoking by sheer will power alone, will suffer terrible feelings of frustration.

A VICE THAT CAN KILL

In order to compensate, he begins to eat and eat and eat. This is why so many former smokers put on excess weight and become fat. Stopping smoking all at once has been the cause of many severe cases of obesity.

So, giving up smoking, by yourself, is not the real solution, as it might endanger your health.

Then, how should you stop smoking?

Well, this is what the Anti-Tobacco Center of America is going to teach you.

Just clip and mail the coupon below to receive full information on a program which will help to rid you of your need to smoke. You'll be amazed to learn that you can stop smoking without any danger and without straining your will power; after only a few days the desire to smoke will vanish.

Just think how much happier you will be!

This is the experience of an ex-smoker we all know: MAURICE CHEVALIER "I was sunk in a vice which had left life no meaning at all. I was chronically dominated by a mountain of cigarettes, which like a growing invasion of grasshoppers succeeded in ruining my nerves. I stopped smoking twelve years ago. (Chevalier wrote this in 1950) And it is since this fortunate decision that my mental activities, my intelligence, my memory developed so much, that I — who had lost all interest in life — could escape that growing scepticism and rediscover interest in what happened around me. *I was able again to read and . . . to remember what I had read!"*

Among the 28,683 former smokers helped by the Anti-Tobacco Center, we give you the testimony of some doctors. We have chosen this profession intentionally, because doctors know the harm that tobacco causes. They are able to appreciate the results of our program.

IF YOU STOP SMOKING YOU WILL:

- Digest your food better
- Sleep better
- Combat fatigue
- Diminish the chance of cancer
- Be in good humor
- Keep your good eyesight
- Remain calm
- Have a good memory
- Get back your muscle tone
- Drink less alcohol
- Have clean breath
- Grow old less quickly
- Find a revival of your virility
- Save money

WHAT DOCTORS SAY!

Dr. A. C. "The efficacy of your product surprised everybody. I stopped smoking in ten days exactly. Thank you sincerely."

Dr. J. T. "I have used a supply of your product . . . I was informed of its composition by a friend, Dr. C., who was, truthfully speaking, rather sceptical. But after having used it, I do not smoke any longer and have no desire whatsoever to start again. The result is absolutely clear, without a shadow of a doubt, and I feel it my duty to tell you so."

Dr. E. C. "Since January 23, 1962, I no longer smoke. I have already given the "tip" to several of my friends and patients."

Dr. P. G. "I am happy that I do not smoke any more, this of course being due to the use of your product. All my thanks."

Dr. L. D. "The result was rapid. I think that anybody who wishes to stop smoking can do so."

(Since European law forbids all publicity for doctors, we can only publish their initials.)

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IN SEARCH OF STEAM

with Mike Eagleson

ROYAL HUDSON CO., a new organization in the New York area, has purchased former Canadian Pacific 4-6-4 No. 2839 and is bringing her down to the States for restoration to top operating condition for use on mainline fantrips. This 100-mph wine-red and gray classic is one of four remaining Royal Hudsons, and is among the few of the original 45 with trailing truck boosters. No other Royals are runable, nor are any other 4-6-4's or streamlined engines operated in North America.

Mike Eagleson

Alabama Power Co. is still operating its No. 10 fireless engine at its Chickasaw steam plant in the Mobile area. Big Davenport 0-4-0T's No. 40 and 41 are not used often at the Barry Plant north of Mobile.

Anyone looking for a genuine bell off a Pennsy K-4s 4-6-2 should contact William Seigford, 115 Mayfield Dr., Lititz, Pa., 17543. He will sell his for the best offer over $750. You must pick-up, or pay shipping.

Glen Alden coal mines at Wanamie, Pa., is still using their 3-foot-gage 0-4-0T No. 8. On a recent inspection, I watched her shifting small coal dump cars. But you better plan a trip there fast; the management is searching for a small diesel or gas engine.

The circus train which ran in July from Baraboo to Milwaukee was powered by GP 35's, instead of the usual and more picturesque steamer. Dick Jensen's Pacific No. 5629 and affiliated Mikado No. 4070, both ex-Grand Trunk Western, ran into operation problems, so neither was steamed up for the run, reports Dick Dahl, 2537 S. 62nd St., Milwaukee, Wis. 53219.

Edgemoor & Manetta Ry. at Lando, S.C., is still running its 0-4-0T No. 5 to bring loaded hopper cars into the local factory. Operations are irregular.

Alberta Pioneer Railway Assn., which occasionally operates ex-Northern Alberta Ry. 2-8-0 No. 73 (ex-CNR), at Edmonton, Alta., is seeking a new home for its 130-ton steamer. The present site is being demolished.

While on a recent steam jaunt to Atlanta to see Southern's No. 630 and S&A No. 750 doublehead, I stopped by the Southern Appalachian Ry. at Micaville (near Burnsville), N.C., which is running ex-BEDT No. 15 0-6-0T with a Pennsy and a CNJ steel coach. The engine and cars have not been relettered but are tastefully restored. The 12½-mile ride is $2.

T. R. Miller Mill Company's 2-6-2 No. 101 at Brewton, Ala., was recently put up for sale for $6,500. Last used in March, she may be sold by the time you read this. A second-hand 45-ton GE diesel from Birmingham Rail & Locomotive Co., replaced the standby engine in May. The mill's No. 12 (2-4-2T) was sold earlier this year.

Valley Forge Scenic RR. is back in operation this season with its beautiful Pacific No. 425 (ex-GM&O). Last year, because of mechanical problems, the operation ceased. Twice last year I ventured down to Kimberton, Pa., to photograph this engine, but found the right-of-way was so overgrown and the clearings were so few that picture spots were extremely limited. It's a pity, for 425 is one of the best-looking engines in steam today.

The Wanamaker, Kempton & Southern at Kempton, Pa, was to have resumed operation this summer under the new ownership of the Pennsylvania Railroad & Scenic Steam Railway, but unhappily, such was not the case. Trains haven't run at all this season. On a recent inspection tour I found the weeds high and the locomotives rusty, with parts removed for safekeeping.

Penn Central is closing down its famous 46th St. enginehouse in Philadelphia. Once a beehive for steamers, the property has been badly vandalized in recent years. The diesels now serviced there will go to Morrisville, Pa., and Pavonia (Camden), N.J., for servicing. The old Camden engine terminal was in ruins when I last visited the roundhouse in June. Tracks have been removed, the turntable pit is filled with debris, and the 'house is a disgrace to the hundreds of Belpaired beauties that once called it home. The coal dock remains standing, but the old water tower is gone.

Railfan Tom Irion of Sacramento, Calif., is the principal owner of 4-8-4 No. 3033, a Mexican *Niagara*. She is now stored in the Valle de Mexico roundhouse at Mexico City, waiting a proposed fantrip out of Mexicali, Mexico, (near California). Dick Reynolds, part owner of the 4-8-4, may be operating the last steam train on the narrow-gage Coahuila & Zacatecas Ry. on Nov. 6, using steamer No. 10. For details on this trip (which is included in a Nov. 1-22, Mexican Yucatan Tour), contact Dick at Great Western Tours, 55 Townsend St., San Francisco, Calif.

George Hart, one-time owner of the largest collection of privately-owned, ICC-cleared steam locomotives, has just been named director of the forthcoming Railroad Museum of Pennsylvania. Located in a field across the street from the Strasburg steam road at Strasburg, Pa., it will be the largest locomotive museum under cover in the country. George is an excellent man for the job, and he really knows his steam power and proper photography. I have the greatest faith that these steamers will be cared for and well spotted for the serious photographer, minus signs, flags, and fences.

John E. Thompson of Moline, Ill. has purchased Rapides Sand & Gravel's ex-Louisiana & Arkansas 4-6-0 No. 509 and an old cabbage-stack 2-6-2, both from Woodworth, La. They are to be restored to operating condition for a museum near Chicago. Lettered Louisiana Midland, after the L&A sold it to the subsidiary, the engine was put aboard a flatcar for the trip north. Thanks to John Taibi, 834 Ter., Box 1377, England AFB, La. 71301.

Following up my article on "U.S. Steam In France Today," regarding the seventeen 141R's lost at sea on the way to France is this comment from M. J. Donovan, who was a mechanical engineer at Lima when the locomotives were built. "One of the locomotives broke loose during a storm in the North Atlantic aboard the *Belpamela* and pounded a hole in the side of the ship. The vessel went down with the entire crew." Christen-Smith Co. of Olso, Norway, owned the ship. It is unknown if any attempt was ever made to reach 141R Nos. 1220 to 1235 and 1241, all built by Montreal Locomotive Works.

Canadian Forest Product's 2-8-2 No. 113 is the largest steamer in occasional service on Vancouver Island. Usually the second Saturday of each June the dieselized line runs the Mikado in conjunction with the annual Loggers Sports Day. The five-mile free round trips between Woss Lake and Woss Logging camp are a big hit.

My monthly column would not be complete without announcing a new prospective steam operation developing. The lease of the Texas South-Eastern of the Texas State Railroad between Rusk and Palestine expires the end of this year and is not likely to be renewed. A group organized as the Cherokee Country RR. have talked to the Southern Pine Lumber Co. about leasing its four ex-Frisco coaches, at Diboll, and its 2-8-2 No. 20 at Pineland. We hope something favorable develops, for this is a fine looking shortline Mikado.

men's mart

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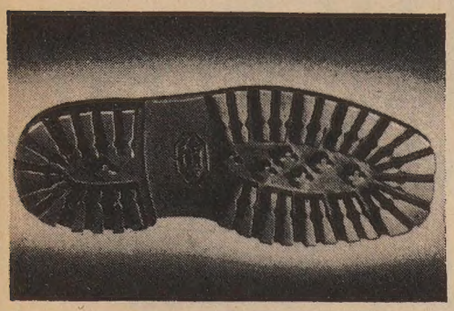

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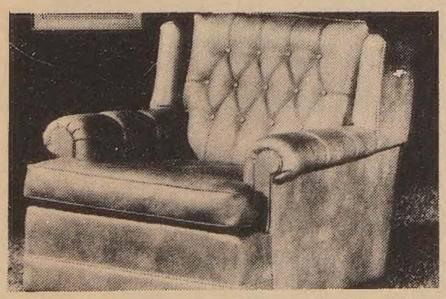

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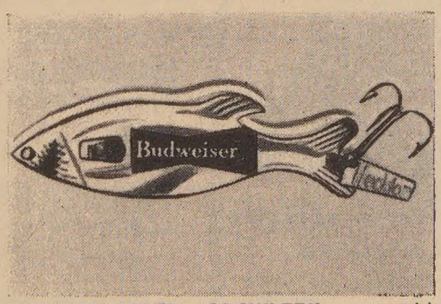

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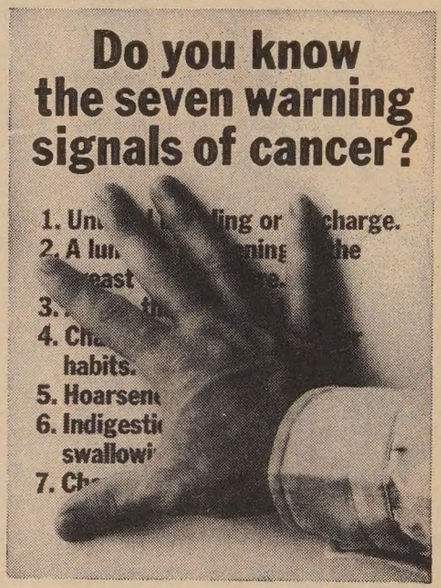

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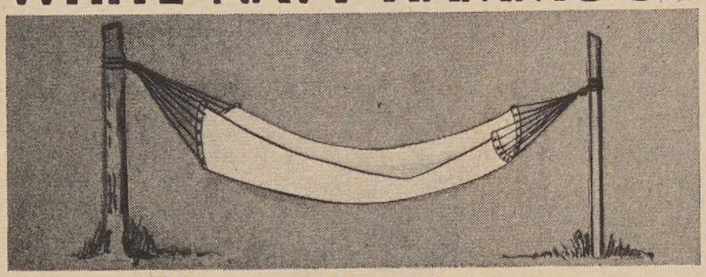
WHITE NAVY HAMMOCK



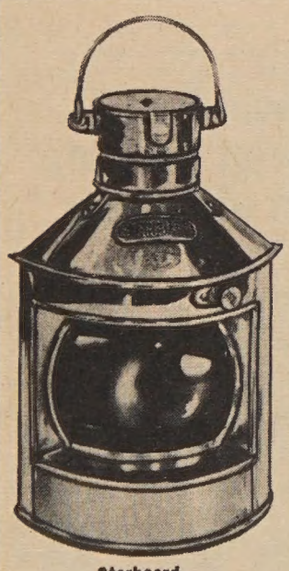
Ask any sailor if he remembers these heavy white canvas hammocks and he'll tell you they're sturdy, hold up well and cost a lot less money than commercial ones. Just think how relaxing they can be in your back yard, on camping trips, etc. Brand new. A full 36 x 74". Brass grommets. Complete with all ropes and clues. **$9.95.**

PROJECT YOUR VOICE CLEARLY TO 2000 FT.

Portable Electronic Megaphone

Lightweight (2½ lbs.) Transistorized)

First used by Navy captains in WW II to talk from one ship to another without breaking radio silence. Called Bull Horns, they convert your normal voice into a roar. This improved version is lighter, more compact and far more efficient. Operates off just 4 standard batteries, has adjustable volume control and trigger switch (press to talk) on pistol grip. Ideal for use at meetings, sports events, from boat to boat to shore, house to garage, in industry, plants, construction work, for police, firemen, any place your voice must carry across noise and 2000 ft.!



Starboard

Masthead

Port

Stern

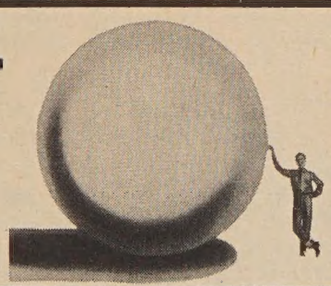
c. 1875 DESIGN COPPER & BRASS NAVIGATIONAL SHIPS LANTERNS

Made by a small British ship-chandlers firm in the same way and with the same 1875 pride in hand craftmanship

This small old firm works just as decades ago turning out ship lanterns in hand-fitted copper and brass that comply with international regulations, but because of their design and workmanship deserve to sit on your desk or mantel. Highly polished; stand 9". Port has red lens; Starboard, green; Masthead and Stern, plain lenses. Brass bracket and mounting screws, $13.98 each; pair, $27.

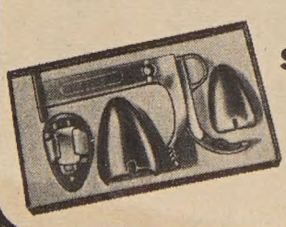
GIANT 12 FT. METEOROLOGICAL BALLOON

Playing with one of these is great fun for everybody! Actually a brand-new government surplus meteorological balloon, it's made of the finest long-lasting neoprene rubber, inflates easily with gas or air to from 12 to 18 feet high. Kids love them. Terrific used as an advertisement, for bazaars, openings, etc. Only $2.95, 6 @ $2.50 ea., 1 doz. @ $2.25 ea.



Mount on Wall, Closet Door, Anywhere

HOME SHOE-SHINE STAND



Mount brackets of this aluminum shoe holder to any surface and you'll be able to give your own brogans a quick, neat, professional shine. Hard-to-find, these are being made again because they are about the only thing that will really hold your shoes (or boots) and make them easy to clean. Complete with 2 interchangeable toe pieces, it'll take any shoe made, save you money. **$3.95.**

A Real Jewel Among Swiss-made Watches

WORLD FAMOUS

PILOT'S CHRONOGRAPH only $12.95

COMPLETE WITH 6 DIALS, 5 HANDS AND 2 PUSHBUTTON CONTROLS

- **Measure Distance • Use As Regular Stop Watch**
- **Check Production Figures • Register Speed**
- **Time Athletic Contests • Check Parking Meters**

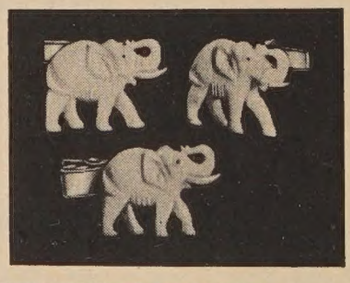
This is a gem, first made famous by World War II pilots who found it not only an absolutely accurate timepiece, but a piece of equipment more valuable than a boxful of instruments—and it still is. Whether you like to fly, or drive sports cars, record your average speed per mile, or time the number of beers consumed in an hour, this will do the job. All 5 hands are machine-calibrated in Switzerland where the complete works are neatly turned out in two different factories, then assembled in a third. It is shock-resistant, antimagnetic, has an unbreakable mainspring, big sweep second hand, luminous dial and hands, golden-finished die-cast case, and a leather strap. No matter how you look at it, that's a big hunk of watch for only $12.95 plus 65c postage and handling. And it's fully guaranteed for 1 year! In every way, a solid buy!

FOR A LIMITED FEW

HEAVY IVORY CUFFLINK SET

Carved from Solid Elephant-Tusk Ivory

Splitting an ivory tusk is somewhat similar to breaking a diamond—it must be done just right or the tusk will powder. The skilled carver that tools these elegant elephants first splits the tusk, then carves these miniatures and polishes them, by hand, until they take on a nice patina. A discerning gift in limited quantity. Cufflinks and tie bar set, in suede pouch, $5.95.



MAIL 10-DAY NO-RISK COUPON TODAY!

HILLSDALE ASSOCIATES, Dept. 1287
208 East 43rd Street, New York, N.Y. 10017

Rush me the following. I understand I can return anything in 10 days for a prompt refund. Enclosed check or m.o. for $_____

___6755 Navy Hammocks @ $9.95 (Add $1.50 post.)
___4210 Electric Megaphones @ $13.99 (Add 75¢ post.)
___Ships Lanterns @ $13.98 ea., 2 for $27. (order by No.)
☐ 6858 Starboard ☐ 6859 Port ☐ 6860 Masthead ☐ 6861 Stern
___6239 Meteorological Balloons @ $2.95___½ doz. @ $2.50 ea.
___1 doz. @ $2.25 ea. (Add 15¢ post. ea.)
___0156 Shoe-shine Stands @ $3.95 ea. (Add 35¢ post.)
___4042 Chronograph Watches @ $12.95 (Add 65¢ post.)
___0171 Ivory Cufflink Sets @ $5.95 (Add 35¢ post.)

NAME_____

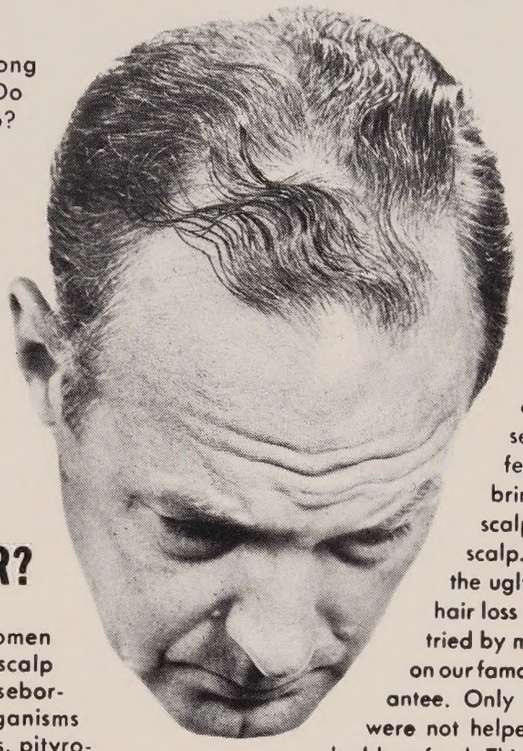
ADDRESS_____

CITY_____STATE_____ZIP_____

IS YOUR HAIR GROWING OR GOING?

Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?



CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald — needlessly — because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permament damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

Treat your scalp to Ward's Formula. This amazing scalp medicine quickly controls seborrhea and stops the hair loss it causes.

Here's the Proof!

I must admit I didn't have much faith in it, but I hadn't been using Ward's one week before I could see it was helping me. I could feel my hair getting thicker.
E. K., Cleveland, Ohio

Out of all the Hair Experts I went to, I've gotten the *most* help from one bottle of Ward's Formula.
C. La M., Philadelphia, Pa.

After using Ward's for only 12 days, my hair has stopped falling out.
R. W. C., Cicero, Ill.

I am tickled to death with the results. In just two weeks' time—*no dandruff!* *W. T. W., Portola, Cal.*

I feel encouraged to say that the infuriating scalp itch which has bothered me for 5 years is now gone.
J. M. K., Columbus, Ohio

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills the three parasitic germ organisms retarding normal hair growth. This swift germicidal action has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. In brief Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance.

Why not join the men and women who have successfully ended their troubles? Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look thicker, more attractive, and alive. Your excessive hair loss must stop. You must be completely satisfied—in only 10 days—with the improved condition of your scalp and hair, or simply return the unused portion for Double Your Money Back. So why delay? Delay may cost your hair.

H. H. Ward & Co., Inc., 19 West 44 Street, N. Y. 36, N. Y. © 1963

Doctors and hospitals can obtain professional samples of Ward's Formula on written request.

H. H. Ward & Co., Inc. Dept. 3409P
19 West 44 Street, New York, N. Y. 10036

Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

Name .....

Address .....

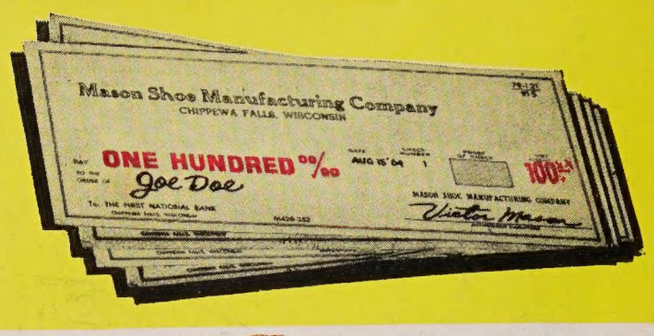
City ..... State ..... Zip .....

☐ Enclosed find $2, send postpaid (check, cash, money order)
☐ Send C.O.D. I will pay postman $2 plus 76 cents in postal charges (save the 76 cents by enclosing $2)
☐ Send triple size for $5. You save $1.

Canadian, foreign, add 50 cents — No C.O.D.

DOUBLE MONEY BACK GUARANTEE

It's easy to make up to $100.00 a week in your spare time . . . and get . . .



FREE SHOES for LIFE too!

when you accept as few as 5 orders a month as a Mason Shoe Counselor in your neighborhood.

HOW would you like to collect a handsome "second salary" week after week and get FREE SHOES FOR LIFE, too? it's easy! Just introduce nationally-advertised Mason shoes to friends, neighbors and other people you meet.

Regardless of your age, education or experience—even if you've never sold a thing before in your life—you can make $5.00 to $10.00 an hour in your spare time as a highly respected Mason Shoe Counselor.

You don't invest a cent! Your FREE demonstration Outfit rings up the sales fast — virtually automatically!

Yes, we send you a FREE Demonstration Outfit that starts making good money for you *the very first hour!* You don't invest a penny. You carry no inventory. You have no overhead expenses. But you *do* keep 100% of your profits! Many Mason Shoe Counselors sell 2, 3, 4, even 5 pairs of shoes in one short visit to a friend's house — *it's that easy!* You, too, can earn $50.00, $75.00, $100.00 or more a week and

GET FREE SHOES FOR LIFE

That's right—you are eligible to receive FREE SHOES every six months . . . as long as you continue to send as few as 5 orders every month. These FREE shoes are an extra bonus in addition to the big cash commissions you collect on every sale. You choose any shoe in the Mason line . . . select for yourself, your wife, your children.

Greater selection than any retail store!

Mason shoes sell fast! That's because you offer 275 styles for men, women and children . . . with many *exclusive* comfort features. When it comes to fit, you draw on Mason's stock of 300,000 pairs, sizes 4 to 16, widths AAA to EEEE. And every sale means *automatic* repeat and referral business—'cause Mason shoes are NOT sold in stores. Folks must buy from YOU every time!

Get started right away!

Mail the coupon below and we'll rush the FREE Demonstration Outfit that puts money into your pocket the very first hour! Starts you on your way to a $100.00 a week extra income plus FREE SHOES FOR LIFE! Send no money now or later. Get everything FREE. No obligation. Rush the coupon TODAY!

© Mason Shoe Mfg. Co. 1964

Rush Coupon for your FREE OUTFIT!

We give you everything you need to make big cash profits from the very first hour. Mail the coupon for your FREE Outfit today!

MASON SHOE MFG. CO.
Dept. H500
Chippewa Falls, Wisconsin

RUSH COUPON FOR YOUR FREE OUTFIT!

MASON SHOE MFG. CO., Dept. H500
Chippewa Falls, Wisconsin

OK, show me how I can make up to $100.00 a week in spare time —and get FREE SHOES FOR LIFE! Rush me—FREE and without obligation—everything I need to start making BIG MONEY in my very first spare hour.

NAME.....
(Please print)
ADDRESS.....
CITY.....**STATE**.....**ZIP CODE**.....
(If known)